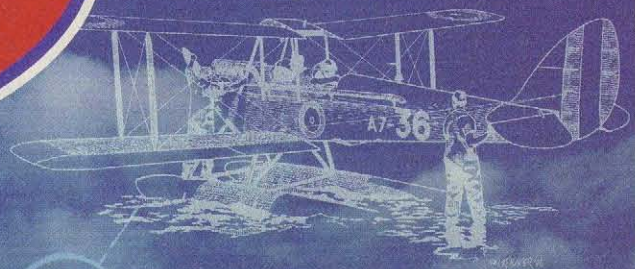
THE No.1 BEST SELLING AIRCRAFT MODELLING MAGAZINE !

Volume 2 Issue 7 July 1996 £1.95

Scale AVIATION Modeller

Aviation History Colour File

A new feature by aviation historian Ian K. Baker starts with a look at RAAF camouflage & markings from 1921-1941



MOSQUITO!

Part 1 of a new feature about the 'Wooden Wonder' and how to model it by Richard A. Franks

METEOR

Richard J. Caruana takes a look at the F.1 to F.4 versions of this classic jet and includes colour artwork and scale plans

A Lanc from Cornwall

Colin Peck builds a 'Lancaster that's different' in the form of a GR.3, using the Matchbox kit as a basis

Aircraft Sketchpad

Steve Benstead takes you inside the MiG-15bis

9 771356 053019 07

25 PAGES OF NEWS & REVIEWS • MODELS • ACCESSORIES • DECALS

NEW XTRA DECALS 1:48 Scale

X02648 1:48 Mil 24D Czech Air Force 1994 "Tiger Stripes" Display Team. £3.50
X02748 1:48 Jaguar GR.1 XX116 No 16(R) Squadron. All Black Display Aircraft. ..... £3.50#

NEW SUPERSCALE DECALS 1:72 Scale

SS72-731 B-29 (2) No 82 "Enola Gay"; No 89 "The Great Artiste" £4.25
SS72-732 TBM Avenger (3) T10 VC-13 USS Core 1943 Early Blue Grey/Lt Grey camo. No 89 VC-94 USS Shamrock Bay; No 110 VT-82 USS Bennington 1945. All overall sea blue; No 33 VC-76 ..... £4.25
SS72-733 TBM Avenger (3) No 89 VC-76 USS Petrof Bay; No 314 VT-83 USS Essex; No 86 VC-88 USS Saginaw Bay. All three colour camo. 1945 ..... £4.25
SS72-734 TBM-3 Avenger (4) No 32 VC-97 USS Massar Straight; RR/130 VT-88 USS Yorktown; No 301 VT-84 USS Bunker Hill; No 30 VC-83 USS Sargent Bay All three colour camo. £4.25
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SS72-736 F6F-3/-5 Hellcat (3) No 10 VMF(N)-534, No 13 VF-16, USS Lexington (3 colour scheme). No 60 USS Bennington (overall sea blue) £4.25
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1:48 Scale

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AMD72127 Su-22 Fitter Pt 2 (5) Black 22564 Iraqi AF; Red 804 Afghan AF defected to Pakistan; Libyan AF; Red 04 Hungarian AF ..... C £4.95

1:48 Scale

AMD48133 Ki-61I Tony Pt 2 (4) 23 Independent Co. April 1945 Okinawa; 59 ACR; 55 ACR Itami AB 1945; 68 ACR 2 Co New Guinea 1944 ..... C £4.95
AMD48145 Junkers Ju 188 (5) 1/KG66; G2+BH 1/GaGR124 Norway; 4/KG66 Montdidier 1944; 1H+GT 9/KG26; +KH France. All different camos ..... C £4.95
AMD48194 Hurricane at War (4) Mk I L1766 GG-K 151 Sqn Nth Weald 1939 ; Mk IIB Trop ML795/V 274 Sqn; Mk IIC HL864 LK-?; Mk IID BN795 "Our John" ..... C £4.95
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AMD48225 9th AF Mustang Aces (4) B 43-12451 GQ-I 355FS "Live Bait" Capt. Gross, Camo; 42-106602 FT-P 353FS "Shellelagh" Capt. Dahlberg; D 44-13383 FT-T 353FS "Suede's Steed" Lt Anderson; 44-63703 GQ-U 355FS "Grim Reaper" Capt Brueland. includes AMD148008 Data ..... C £4.95
AMD48226 9/15th AF Mustang Aces (4) B 42-106486 C3-A 382FS "Virginia" R.McGee shark mouth; D 42-15622 AJ-T 356FS "Short-Fuse" Lt.Col. Turner; 44-13882 AJ-I 356FS "Uno-Who" Maj Lamb; 44-13298 QP-Q 2FS "Marie" Capt.Ohr includes AMD148008 Data ..... C £4.95
AMD48231 Fw 190A Rammjagers Pt 1 (5) Red 17 IV/JG3 Willi Unger; IV/JG3 Hapt Wilhelm Moritz; Red 1 5/III/JG300 Klaus Brestschneider; Red 8 11/IV/JG3 Will Maximowitz; Yellow 12 6/II/JG300 Paul Lixfeld. includes AMD149010 Data ..... C £6.95
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AMD48235 PBY-5 Flying Cats Pt 2 (3) BuNo 08349 JI-P-30/Z NAS Jacksonville Sea Blue, Intermediate Blue, White; BuNo 08363 No 69 VP-34 Overall black; BuNo 08145 No 15 VP-63 Morrocco 1944 Dk Grey, Lt Grey,White; ..... C £4.95
AMD48236 RAF WWII 30" Code Letters Medium Sea Grey £4.25
AMD48237 RAF WWII 24" Code Letters Sky £4.25
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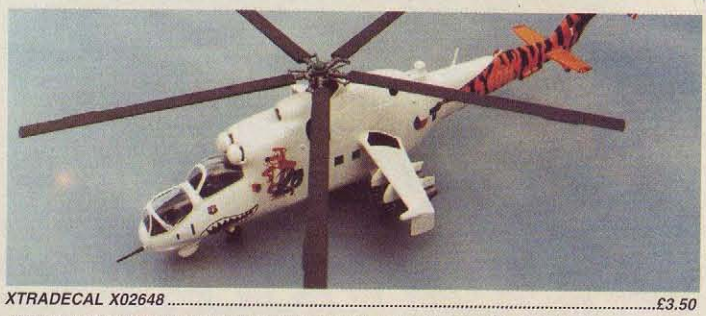

XTRADECAL X02648 ..... £3.50

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AMD48252 Fleet Air Arm Avengers Pt 1 (4) JZ150 CIJ 711 Sqn white undersurfaces; JZ161 IB-L 738 Sqn JZ114/X-376 848 Sqn HMS Formidable Pacific; JZ525 P-1X 849 Sqn HMS Victorious PacificC £4.95
AMD48253 FAA Avengers Pt 2 (4) JZ490 Donibristle 1944; JZ301 845 Sqn HMS Ameer; FN908 4M 850 Sqn HMS Empress; JZ185 4F HMS Begum Pacific ..... C £4.95
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1:144 Scale

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AHS4047 Vanguard EUROPE AERO SERVICE F-BVUY etc £5.75

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FMFP08X 1:72 A7M2 Reppu "Sam" with etched parts £27.95
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KP

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MODEL NEWS COMPANY

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AMT

AMT8625 Boeing B-52G late version £26.99

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AEROTEAM

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HELLER

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Contents

SCALE AVIATION MODELLER Vol. 2 Issue 7 July 1996

EDITORIAL

I will start this months editorial with a note of thanks to all of you who responded to last month's request for reviewers with an interest in vac-forms and 1/72nd scale WWI topics. As there is always a need for new reviewers within the title, especially when you consider just how many review kits our usual team make each month, I would also like to ask anyone who thinks they would like to help us to drop me a line at the editorial address.

Lasts month's edition suffered from a few problems, none of which were the usual typographical or scanning type. Firstly the excellent free booklet on the front cover was not individually stapled together before it was attached to the cover. This results in the booklet falling apart once it is removed. We are sorry for any inconvenience this may cause but this side of the production is outside of our control. The other problem concerned Mitch Thompson's build of the Albatros D.Va with AeroMaster decals (Page 359). As many WWI fans have said the reason for the poor fit of the rudder decals was not a fault by AeroMaster, but simply that the decals are for a D.III! Oh dear, I am sure that Mitch will not live that one down for a while and in his defence I must say that the decal sheet he had did not have instructions, well that's the excuse anyway.

With each month's edition it is becoming more and more obvious that 64 pages is just not enough. We have so many good articles and artwork features in hand or in the process of being completed that I can see a need for more pages each month. Hopefully this will be possible sooner rather than later and I am sure that you, our readers, will not mind more articles, more artwork and more product reviews.

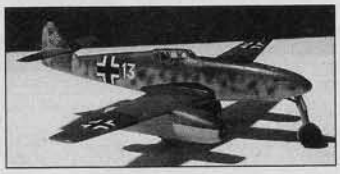
Along the same lines I would like to welcome well known aviation historian Ian K.Baker to our magazine this month. Ian, I am sure, is familiar to many of you and his first feature, a look at RAAF camouflage and markings from 1921 to the present, starts with a look at the 1921-1941 period.

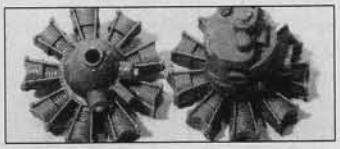
It is good to have Richard Caruana back with us this month, after his recent house move. His excellent article on the Meteor F.1 to F.4 can be seen elsewhere in this edition.

Until next month...

Richard A. Franks
Editor

NEWS & REVIEWS





388..... **News Update**
News and views from around the world
391..... **Previews**
An initial look at some of the recent kits we have received for review
392..... **Reviews**
The editorial team builds a large selection of new and reissued kits
407..... **Accessories**
What's new from Eduard, Engines & Things, ART and JMGT
410..... **Decals**
A wide selection of the latest sheets

FEATURES

414..... **Meteor**
Richard J. Caruana takes a look at the F.1 to F.4 variants of this classic jet. As usual the feature includes colour artwork and scale plans
424..... **Mosquito! Part 1**
The first part of a multi-part feature on the 'Wooden Wonder' by Richard A. Franks. This first instalment deals with all the fighter and trainer versions with details on how to build them in 1/48th and 1/72nd scale. Plus a little inspiration for all, in the form of the FB Mk VI and NF Mk XV built with the Paragon upgrade sets and AeroMaster decals
432..... **A 'Lanc' from Cornwall**
Colin Peck needs a 'Lancaster that's different', and therefore builds a 203 Sqn. Lancaster GR.3 using the Matchbox kit as a basis
435..... **Aircraft Sketchpad**
Steve Benstead takes a look inside the in-vogue MiG-15bis and creates some of his excellent illustrations
436..... **Aviation History Colour File**
A new feature by aviation historian Ian K. Baker starts with a look at RAAF camouflage and markings from 1921-1942
440..... **IPMS** Scottish National Modelling Championship 1996
K.Herd brings you the words while D.Barbara takes the pictures at this year's event

REGULARS

442..... Modelling Book Shelf
444..... Readers' Classified Advertisements

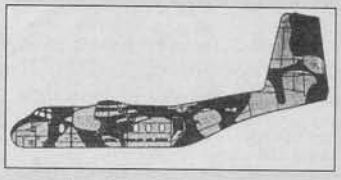
News Update

Aerofan

This title may be familiar to some of you and I am glad to say that production of this series is planned to resume very shortly. The magazine will cover Italian aviation and be similar in layout to the Ali d'Italia range of monograph books.

Aircraft in Miniature

The latest kit from this source is a revised issue of the 1/72nd scale DHC Caribou kit. The model will feature vac-formed main components with metal and injection moulded detail parts. The kit will come with an



extensive decal sheet which will include RAAF, RCAF and Zambian AF markings. The UK price for this kit is £25.55

Aeroteam

The latest release from this source is the Zlin Z 142C two-seat trainer in 1/72nd scale. This injection moulded kit of the Czech type comes complete with two Czech A.F decal options as well as one for the Canadian Snowbirds display team. The UK price for this kit is £8.95 and the source is H.G.Hannant.

Due before much longer is the new MiG-21UM 'Mongol' two-seater. I am unsure if this is an all-new kit or a conversion of an existing mould. Decals will include options for Czech, Russian and East German machines and the price is £7.99.

ALI D'ITALIA

We covered the first in this series of monograph style books way back in August 1995 and this book (on the Fiat CR.42) has now been followed by ones on the Macchi C.202 and Regianne Re 2001.

Each title should be available from Midland Counties Publications of Leicestershire and we will bring you a full review of them in a future edition of this magazine.

Altee

Four of the latest resin figures available from this company are a WWI seated German pilot, a German observer of similar vintage, a WWI German pilot (standing) and a WWI Imperial Russian pilot (standing). Each figure is resin cast to 1/48th scale and the first two feature separate limbs. I have no UK source for the range so contact them at:

Altee Model, c/o Edward A. Dyer, PO Box 1030, Roslyn, PA 19001-9030, USA

Aoshima

The excellent new 1/72nd scale kits from this source include the N1K2-Ja and Jb versions of the Shiden Kai (George) and the Focke Wulf Ta 152H-0. Later on in the year there will be a new tooling of the Kawasaki Ki-100 'Tony'. Prices should be around £13.99 in the UK.

Belcher

I mentioned this American firm a while ago under their 'Belcher Bits' accessory label. However a new 1/48th scale resin kit of the CT 114 Tutor trainer is available from them now. The kit features a very large decal sheet with options for No. 1 FTS(1970), 2CFFTS (1971, 73 & 90) and 'Snowbirds' display team machines. The UK price for the kit is £39.95 and the range is available from H.G.Hannant Ltd.

Collect-Aire Models

The latest limited production 1/48th scale resin kit from this American company is the XP-77 lightweight fighter. The model will feature resin main components with metal detail parts. A custom decal sheet and special box art are all standard for these type of kits and the model will be limited to just 200 worldwide.

The price of the kit is $59.95 plus $12.00 (Air) postage. If you are interested contact the company direct at:

166 Granville Lane,
North Andover, MA 01845, USA

Blue Max

Due for release very soon is the 1/48th scale limited-run and pewter kit of the Pfalz D.XII. This kit is limited to just 1,000 copies worldwide and will be to the usual high standards set by Pegasus/Blue Max. The UK price is £19.99. check Pegasus/Blue Max advert for details.

Mach 2

Available early in May was the latest limited-run injection moulded kit from this company. The Breguet Alize anti-submarine aircraft is offered in 1/72nd scale and it costs £19.50. The UK importer is H.G.Hannant Ltd. Note that this kit is not a re-issue of the earlier Alizé kit from Mach 2, this is a completely new tooling.

Bronto Models

This is a new manufacturer to me but they produce resin conversion sets. Their latest product is a 1/72nd scale Su-25TM two-seat conversion. The conversion consists of two resin pieces and a vac-formed canopy.

The conversion is £12 plus £2 shipping in the USA. I don't have a UK source for the range so contact them direct at:

36 Simonson PLace, Staten Island, NY 10302, USA

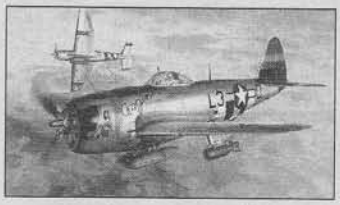
Hasegawa

New releases due in the June/July period include the Boeing 777 (ANA or 'Starjet' JAL), Boeing 747 (Air France) in 1/200th scale at £16.99 each, the L-1011(All Nippon) and Boeing 747 (JAL) in the same scale at £9.99 each. In 1/72nd scale there will be the T-4 in Blue Impulse colours and the SH-60B Seahawk "Warlords' at £9.99 each. The F-14B Tomcat 'Grim Reapers' (£16.99), P1Y1-S Ginga 'Frances' night fighter (£24.99), Tornado GR.1 '1994 Tiger Meet' (£14.99), Ki-45 type Otsu Toryu 'Nick' (£22.99), SBD-6 Dauntless (£9.99), Kawanishi N1K1 Kyofu (£10.99), Hawker Hurricane Mk IIc

(£9.99), F4F-3 Wildcat 'Thatch & O'Hare' (£8.99), Tarpon Mk I (£10.99), F4U-1A Corsair 'Kepford' (£7.99) and Focke Wulf Fw 190A-6 Nachjäger (£8.99). In 1/48th scale there will be the A-7E Corsair II (£26.99), Messerschmitt Bf 109E 'Bulgarian' (£17.99), Learjet 35/36 (£15.99), Learjet C-21 USAF (£15.99), Cessna Citation (£15.99) and Falcon 100 French Navy (£15.99).

Re-issues will include the 1/32nd scale A-4E/F Skyhawk (£28.99), 1/72nd scale Grumman S2F-1 Tracker (£9.99), Lockheed P2V-7 Neptune (£18.99), Mil-24 Hind E (£13.99) and Mitsubishi J8M1 Shusui (£13.99).

New at the Shiruoka Hobby Show was the 1/48th scale P-47D-25 Thunderbolt. The kit is due for release late in June and the price seems to be 2,400 Yen (approx £23.99). Although there are plans for



various bubbletop P-47D's there is no sign of any Razorbacks.

Also new at the show were two early A6M Zero's. The first is the land based Type 11which is due in late June and the other is the carrier based Type 21 which should come out in August. Another packaging of the Type 5 fighter, aka the Ki-100, is due and you should also watch out for a 1/72nd scale version from this company. My bet here is that the smaller scale version is the one previously issued by Fine Moulds as this used the Hasegawa Ki-61 kit as a basis.

The long awaited F-86 Sabre from Hasegawa was also at the Hobby Show and the only disappointing thing is the price. This seems to be set at 3,400 Yen which would make it at least £33.99 in the UK. Hopefully the company and importers will keep the

price down, as I feel that many will simply wait for the cheaper versions from Academy.

In 1/72nd scale at the Hobby Show was the new Spitfire VIII and the cannon armed Hurricane Mk HD. Each will retail for 1.200 Yen (£11.99), so let's hope they come down in price for the UK market. Various versions of the 'Ginga" and 'Nick' are also planned as well as a brand new F-86 Sabre and a late series G4M 'Betty'. There are no prices or release dates on these as yet, but we will keep you posted.

High Planes

The Messerschmitt Bf 110G-4 which I mentioned as being due from this company a while ago was released in late May. The kit is not an upgrade of any existing kit and it is therefore an all new tooling. The model is in the limited-run vein although having had a look at a few examples in the box I can only say that I am disappointed.

The kit is retailing for £19.20 which is a lot for any 1/72nd scale kit, but the quality of the moulding is such that a friend commented that there was so much flash that it was really a vac-form! The model does feature resin exhaust pipes which are very nice, a wealth of metal detail parts and crystal clear canopies.

AV Resins

New from this source are the Messerschmitt Me 328V1 and V2 and the Zeppelin Institute's 'Rammer'. Each kit is resin and to 1/72nd scale and they should be £14.95 each. The UK importer is H.G.Hannant Ltd.

Merlin Models

The next two kits due from this source are the Supermarine S.4 Schneider and the Gotha G.IV, both to 1/72nd scale. The kits will be limited-run injection moulded plastic with metal detail parts and they will cost £10.95 and £19.95 respectively.

Eduard

The newest etched brass sets due from this company will include Messerschmitt Bf 109F (72194), UH-1B (72195), Ju 87D (72196), Spitfire Mk XIV (72197), TBF-1C (72199), Do 217K/N (72200), P-38J (72201), PV-1 (72202), Su-34 (72203) B-29A (72204), Ki-45 (72205) and Pe-2 (72206). In 1/48th scale there will be sets for the S-3A Viking (48156), F6F-3 Hellcat (48168), Hurricane Mk 1 (48169), Ki-100 (48170), Su-27UB (48171), A-6E Intruder (48172), Su-22M4 (48173), P-47N (48174) P-39 (49175), A6M3 (48176) and the MiG-15bis (48177). Check Four Plus UK and Hannants for prices.

Fine Moulds

New from Japan on this company is that they intend to release an all-new 1/72nd scale Messerschmitt Me 410 kit. The first version to be tooled is the A-1 and this will be available in late August. The price is high at 2,800 Yen (approx £27.99). A large number of different variants will follow this initial version. A brand new 1/72nd scale Aichi M6A Seiran is also planned and it is due for release later in the year. I have no idea of price as yet.

Hi-Tech

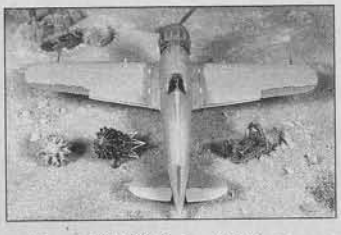
The latest couple of resin detail sets from this source are a conversion for the Albatros D.V into a Dr.1 Triplane (£9.95), a BMW 801 series engine for the Fw 190 series (£9.95) a Mercedes DIIIA engine (£7.20) and a set of etched dive brakes for the SBD Dauntless (£8.95). Each set is to 1/48th scale and the prices quoted are from the UK importers, H.G.Hannant Ltd.

Italian Classic

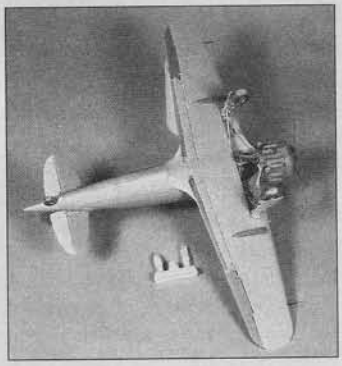
This new Italian company produces high quality resin kits and conversion sets to 1/48th scale.

Currently available are:

Macchi C.200 Series I-IV* (96 parts)

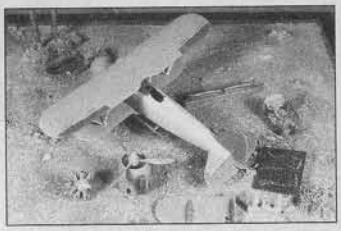


Macchi C.200 Series VII* (90 parts)



Macchi C.200 XX-XXIV* (94 parts)

Fiat G.50 two-seat conversion (70 parts)
Fiat CR.42 - upgrade for Classic



Airframes kit (80 parts)

* = Complete kit

Due in the future are an upgrade set for the Hasegawa/Sector G.50 and a complete kit of the Reggiane Re 2000. I don't have any prices as yet but if you are interested contact the range's distributor at:

'Il Pentagono' via Dante
Alighieri 48, 03039,
Sora (Frosinone), ITALY.

Dragon

Due for release in the not so distant future is the Su-24MR 'Fencer F' in 1/72nd scale, the Kawasaki Type 5 Ki-100 'Tony' in the same scale and the Tornado ECR in 1/144th.

Special Hobby

This Czech company produce limited-run injection moulded kits with etched brass and decals similar to the MPM range. The latest two kits are the Focke Wulf P.II single seat fighter with its jet engine mounted under the fuselage and the three-seat Messerschmitt Me 262 variant which featured engines buried in the roots of each wing. Each kit is to 1/72nd scale and they will cost £9.95 each.

JMGT

New from this French company is a two-seat Bf 109G-12 conversion in 1/48th scale. The conversion is designed to allow you to use the Hasegawa Bf 109F-4 or G-2 kits. This resin conversion is priced at £29.95 and JMGT is imported into the UK by H.G.Hannant Ltd.

K.L. Productions

This American firm produce resin accessories and the latest are a set of 1/72nd scale German WWII fuel tanks of a type suitable for the He 111 or Bf 110. Each set consists of two tanks and they are cast in resin. The price in the USA is $6 plus $1.50 P&P.

A conversion set in 1/72nd scale for the C-130 to a LC-130R is also offered and this six piece resin set is retailing for $16 plus $1.50 P&P.

New in 1/48th scale is a set of RATO units suitable for the He 111, Zwilling and Ar 234. The price per set is $6 plus $1.50 P&P.

Contact the company direct at:
5514 N.Montello, Peoria,
IL 61614, USA.

Lama Models

New to me, this Florida firm have just produced a kit of the late 40's I.Ae.24 'Calquin' attack bomber manufacturer in Argentina. The kit is to 1/72nd scale and it consists of vac-formed plastic, metal and resin pieces and retails for $25.00 plus $3.50 postage.

If you are interested contact the firm at:
15461 SW 81st Circle Lane,
No.63, Miami, FL 33193-2606,
USA.

Magna Models

The latest resin and white metal kits from this source are the Curtiss SO3C-1 Seamew floatplane (£18.80), the Short Sturgeon TT.2/TT.3 (£25.35) and a Mk 31 conversion for the Airfix Bristol Freighter (£12.65). Each is to 1/72nd scale.

Marine Air Products

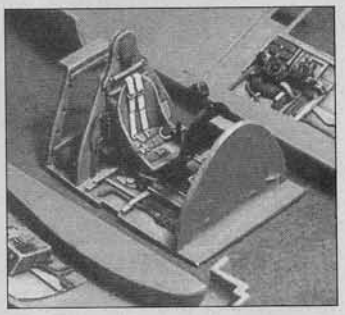
I talked about this firm last month and they produce resin detail sets for 1/32nd (and larger) kits. The latest detail sets include those for the Revell P-38 ($28.00), Bf 109F/G ($28.00) and the F4U-1 ($28.00).

New conversions due include one for the Monogram Mosquito which will allow you to make a Mk XIX.

Phone/Fax them on 001 602 269 0980 for more details.

Jaguar

Following on from their excellent resin detail set for the Hasegawa Macchi C.202 (See Vol 2 Iss 1 Page 11), this company have now released a similar set for the Grumman F6F-3. Designed for the Hasegawa kit the set



only deals with the cockpit interior, although it looks most comprehensive. The UK source for the range is Avia Imports, so check their advert for details.

Lone Star Models

The latest from this company is a car-door conversion for the Monogram 1/48th scale Typhoon kit. This resin conversion also contains a resin spinner and separate metal propeller blades and it retails for $10.00.

Contact the firm directly at:
13758 Drakewood, Sugarland,
TX 77478, USA

Model News

Following on from their A-36 and Mustang I kits in 1/72nd scale, this

Czech firm are about to issue a similarly scaled kit of the Spitfire Mk XII. The kit will be limited-run injection moulded plastic and it will be available from their UK importers, H.G.Hannant Ltd. The decal option with this kit will be EB882 which was operated by 41 Sqn in 1944. The UK price has risen to £7.50 and I am informed that this new price will apply to all existing Model News kits.

Minicraft USA

The first two kits in a new series of 1/144th scale models from this American range have just been released in the USA.

The Douglas DC-3 comes with Pan Am, KLM and Swissair markings and the price in the USA is just $10.00. Released at the same time was the

Consolidated PBY-5A Catlina and this kit comes with ASR and early WWII USN decals. Once again the price is quoted at $10.00. To follow will be the DC-6B and Super-G Constellation.

Tac Scale Dynamics

Here's another new name from the USA and they produce large scale resin ejection seats. So far the range consists of the US Navy Mk.82 ($16.95), US Navy GBU10 ($18.95), MB Mk.7 ($18.95), KM-1 ($11.95) and K-36 ($11.95). The first three consist of two seats per set whilst the last two contain just one. Each looks most impressive and all orders outside the USA will incur a $3.00 postage charge.

Contact the firm at:
19-2 Summit Street,
Framingham, MA 01701, USA.

Monogram

I think I may have mentioned a while ago that Monogram were about to launch a range of modelling tools and paints under the Pro-Modeller label. Well going by the adverts in American magazines the ranges have just been released.

So far the tools consist of sprue cutters, sander, sander belts, hobby knife and spare blades. The sander is in the form of a knife-like unit and the sander belts leave me with visions of a machine like a band-saw!

The paints are, no surprise, acrylics and they claim to have pigment particles far smaller than any conventional enamel paint, therefore resulting in better coverage without loss of surface detail. Each colour comes in a screw-top container similar in style and size to Tamiya acrylics. The only thing I don't have at present is a comprehensive list.

I am unsure if Revell (GB) will be importing the range as I believe the Pro-Modeller range as a whole will no longer be available in the UK, but I will keep you informed.

Roberts Model

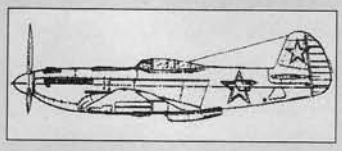
This American firm produce accessories in both metal and resin. Their latest releases are a set of two Wufengrenatten (WGr) 21 rocket pods (Set No OR.22) and two Mauser 20mm gun pods (Set No OR.23). Each set is cast in metal and they cost $4 per set.

There is no UK source for the range as far as I know, so contact them directly at:

18, E.Clay Ave, West Hazleton,
PA 18201, USA.

Snow Leopard Productions

This is a new publishing company from the USA and they have just launched a new series of monograph titles which will be published on a quarterly basis. The series is entitled Great Patriotic War series and as you will guess it deals with Russian



aircraft of WWII. Each title will deal with a specific type and it will contain 120+ pages, 20+ colour side views, 1/72nd and 1/48th scale plans, lots of detail drawings, plus combat and operational reports, camouflage and markings and development history.

The first titles are already out and they deal with the Yak-1 and Yak-7 and these will be followed by the MiG-1 and MiG-3, Il-2 and LaGG-1 and LaGG-3. At the time of writing I have no idea of a price but the range will be available from The Cockpit model shop so check their adverts for details.

VVS Models

This Ukrainian company have released at 1/72nd scale kit of the Sikorsky S-16 and Polikarpov I-5. Each kit is resin with metal and photo etched detail parts and they retail for $16 each.

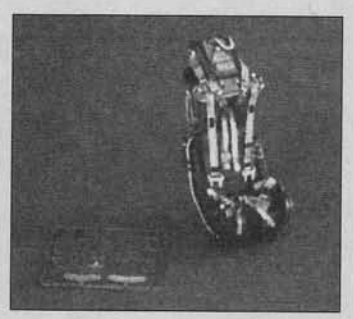
Due by the time this is printed will be a similar scale kit of the Yak R-12/I-29. This kit will also be resin with metal and etched detail parts and it will cost $20.00.

Postage is extra on the above kits and if you are interested contact the firm direct at:

c/o S.Kruglikov, Titova Street,
13/16, Dnepropetrovsk 320055,
Ukraine.

Verlinden

The latest from this Belgium firm is a set of resin and etched brass ejection seats for the Phantom in 1/32nd scale. Two seats are supplied in each set (No 1115) and they should retail for around £13.00 in the UK.



Also available in 1/32nd scale is an upgrade set for the Revell RF-4 Phantom kit. This resin and etched brass set (No 1126) should be around £12.00 in the UK.

If you want to add a little realism to any diorama you are attempting then the new set of Luftwaffe maintenance equipment in 1/48th scale should be of interest. The set will contain benches and tools in both resin and etched brass and the set (No 1132) should be about £8.00.

Tamiya

Noted at the Shizuoka Hobby Show was the test shots of the new Mitsubishi G4M Type 0 'Betty'. This 1/48th scale kit has been rumoured for many months and now it seems that we will actually get a model of this important Japanese type. The Betty is big in this scale (it will be 42cm long!) and although the test shots were on view the company has not announced a price or release date as yet. Do not expect this kit before October 1996.

The rumoured series of Corsairs are far nearer actual injecting and there will be four offered in 1/48th scale by Tamiya. These will be in the form of two 'standard' F4U-1's and two radar equipped F4U-2's. The models will be tooled in such a way that you can display them with the wings down or folded. The kit should be around in late June and the price in Japan is set at 2,000 Yen (approx £19.99).

At long last the Mitsubishi 'Dinah' III will be released. It has been many years since the old UPC kit was about in 1/59th scale, so a new kit of this most elegant of Japanese types is very welcome. Both styles of propeller and spinner are included along with two figures, one of which is holding a camera. The kit is due very soon and the Japanese price is 2,600 Yen (approx £25.99).

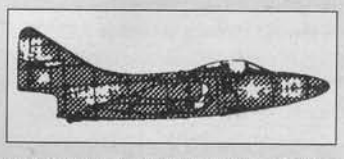
For all modellers who were wishing for an RAF 'Malcolm Hood' Mustang III, then your prayers have been answered as this is also to be released by Tamiya this year. The model will feature 500lb bombs and markings for four RAF machines. The kits should be available in late July and the price is 1,800 Yen (approx £17.99).

Also on show, but well away from completion is the new 1/48th scale Dewoitine D.520. There is no release date or price on this kit yet and I would suspect that it will be around towards the end of 1996.

In 1/32nd scale it is obvious that Tamiya will be doing some variations on the new Phantom kit. Hopefully a Naval version will soon arrive. In the future it is known that an A-10 and an F/A-18 Hornet have been mentioned. To date the company will not be drawn on this, although information on both types is being collected by the corporation.

Yellowhammer

The latest decal sheets from this American firm include markings for Ted William's F9F-5 Panther (VMF 311) and a 1953 F9F-5 flown by the Blue Angels. The lead aircraft of the



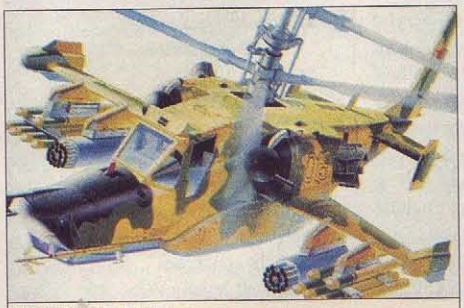
Pearl Harbour attack are also on offer and these are followed by a sheet for the PBY-5/5A 'Black Cat' Catalina in VP 11 and VP 81 markings complete with nose art and kill markings.

Each sheet is to 1/48th scale and will cost $5.00 plus $1.50 postage per order. Contact them at:

PO Box 50199, Mobile,
AL 36605, USA.

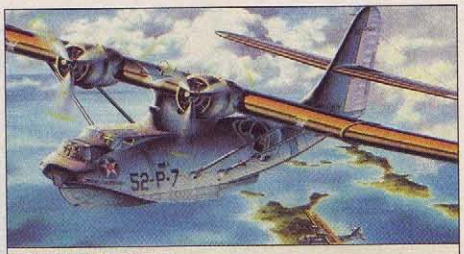
Previews

You will notice this month that some of the previews have an 'Origin' sub-heading. It has become increasingly noticeable that many of you are confused and concerned about the number of re-boxings of other manufacturer's kits which is occurring. In future all kits which are released under another company's label will carry this origin heading and in it will be the original manufacturer of the kit and a country of origin. We hope this helps - Ed



TECHNICAL DATA
Kit: Kamov Ka-50 'Hokum'
Manufacturer: Italeri
Scale: 1/48th **Price:** £7.99
Type: Injection Moulded Plastic
Parts: Plastic; 128, Clear; 9
Decal Options: 1 (Farnborough demonstrator)
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.
Tel: 01442 61721

TECHNICAL DATA
Kit: Tornado ECR
Manufacturer: Italeri **Origin:** Revell
Scale: 1/72nd **Price:** £5.99
Type: Injection Moulded Plastic
Parts: Plastic; 102 Clear; 2
Decal Options: 3 (Italian, German, RAF)
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.
Tel: 01442 61721

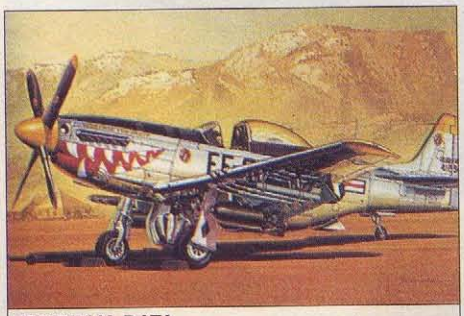


TECHNICAL DATA
Kit: Consolidated PBY-5 Catalina
Manufacturer: Revell
Scale: 1/48th **Price:** £19.99
Type: Injection Moulded Plastic
Parts: Plastic; 109, Clear;17
Decal Options: 2
Importer: Revell (GB), Binney & Smith Ltd, Ampthill Road, Bedford.
Tel: 01234 360201

TECHNICAL DATA
Kit: Supermarine Spitfire Mk Vb Trop
Manufacturer: Tamiya
Scale: 1/48th **Price:** £15.99
Type: Injection Moulded Plastic
Parts: Plastic; 62, Clear; 6
Decal Options: 2
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.
Tel: 01442 61721

TECHNICAL DATA
Kit: North American NA-73 Mustang I
Manufacturer: Model News
Scale: 1/72nd **Price:** £7.50
Type: Limited-Run Injection Moulded Plastic
Parts: Plastic; 40, Clear; 2
Decal Options: 2
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

TECHNICAL DATA
Kit: KC-10 Extender & Tornado ECR
Manufacturer: Revell
Scale: 1/144th **Price:** £12.50
Type: Injection Moulded Plastic
Parts: Plastic; 135, Clear;6
Decal Options: 1 (for each aircraft)
Importer: Revell (GB), Binney & Smith Ltd, Ampthill Road, Bedford.
Tel: 01234 360201



TECHNICAL DATA
Kit: North American F-51D Mustang 'Korean War'
Manufacturer: Tamiya
Scale: 1/48th **Price:** £17.99
Type: Injection Moulded Plastic
Parts: Plastic; 75 Clear; 5
Decal Options: 3
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.
Tel: 01442 61721

TECHNICAL DATA
Kit: Boeing Vertol CH-47 (HC-1)
Manufacturer: Italeri
Scale: 1/72nd **Price:** £7.99
Type: Injection Moulded Plastic
Parts: Plastic; 137, Clear; 16
Decal Options: 4 (RAF, US Army, RAAF, Italian)
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.
Tel: 01442 61721

TECHNICAL DATA
Kit: Kyushu Q1W1 (Lorna) **Manufacturer:** Pavla
Scale: 1/72nd **Price:** £17.50
Type: Injection Moulded Plastic, Etched Brass and Vac-Formed Clear (Plastic)
Decal Options: 2
Parts: Plastic; 48, Etched; 45, Clear; 4, Acetate; 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

TECHNICAL DATA
Kit: V-22 Osprey **Manufacturer:** Italeri
Scale: 1/72nd **Price:** £7.99
Type: Injection Moulded Plastic
Parts: Plastic; 115, Clear; 11
Decal Options: 1
Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.
Tel: 01442 61721

Reviews

Avro Lancaster B.I.

Technical Data
Manufacturer: Airfix
Scale: 1/72nd **Price:** £16.99
Type: Injection Moulded Plastic
Parts: Plastic; 97, Clear; 16
Decal Options: 4
Distributor: Airfix Ltd, Marfleet, Hull. HU9 5NE
Tel: 01482 701191

The Kit

This is of course a re-issue of the 1980 version of the Lancaster and this time it features the BBMF machine (PA474) in its 1995 'Johnny Walker' colour scheme plus its original markings and those of PM*M (ED898) and HW*A (ND458).

Construction

As with all Airfix kits construction is relatively easy and there are not a large number of parts (97) considering this is a four-engine bomber. The cockpit interior is rudimentary with a section of floor on which the pilot's seat and control column are fitted and an instrument panel with decal instrument dials. The turrets are all pretty thick in the clear plastic department and the only good thing about the interior of this model is the bomb-bay which comes complete with 500lb GP bombs and a 4,000lb HC. Don't fit any of the ordnance if you are depicting the BBMF machine as this would scare the airshow crowds a bit!

The H2S radome (65) is only applicable to HW*A and the fit of the bomb doors is a little dodgy towards the front. I hate the silly bulged inserts for the canopy (Pt No's 52 & 60) as they can all too easily spoil your model if not positioned correctly and without encountering any problems. The propeller and engine units were now made up and I left the main wheels off until after painting.

The final stage of assembly is to secure all the major sub-assemblies; wings, fuselage, tail and engines etc. Once this is done filler was required on each engine nacelle, around the tail and on the upper and lower fuselage seams.

Accuracy

This 'new' Airfix Lancaster is a lot better than the older version and it is considered to be the most accurate about. However those propeller blades look just too thin to me and the tailwheel is just asking to get snapped off!

Colour Options

As I said there are four options on this sheet and they are all in the standard RAF bomber scheme of Dark Green and Dark Earth over Night (black). The 1995 BBMF scheme is a little brighter as the upright section of the vertical end plates are white and this is the option I went for.

I applied Xtracolor Dark Green (X1) and Dark Earth (X2) over Gloss Black from the Halfords range of acrylic sprays. The canopies and turrets were all masked with Parafilm M and their size and complex framework made this a long task. The tail plates were sprayed white (Revell 4) last of all and the tips of each propeller were marked yellow (Revell 310) Detail colours include Gunmetal (X506) for the guns and Oily steel (X503) for the wheel hubs. The tyres were painted tyre Black (X505).

Decals

These are the thick, matt versions we find in most Airfix kits of late. I knew from the start that no matter how shiny the model was some of the decals were going to silver. For that reason I omitted many of the smaller stencils and trestle marks I could not stand the thought of all the carrier film!

You will have to trim as much of the excess carrier film off each image before use as possible because the film is opaque and it will be highly visible once on the model. I used Micro Set solution in a vain attempt to get each image to settle and then loads of very powerful AERO Sol solution. This was to try and pull the images onto the model and reduce silvering... I failed though as the fuselage codes and nose art all silvered beautifully.

Decal Rating- 4/10

Conclusion

This has always been a good kit and with the old Matchbox one no longer about it is the only show in town. That said this kit is now retailing for a staggering £17.00 and that's not on as far as I am concerned.

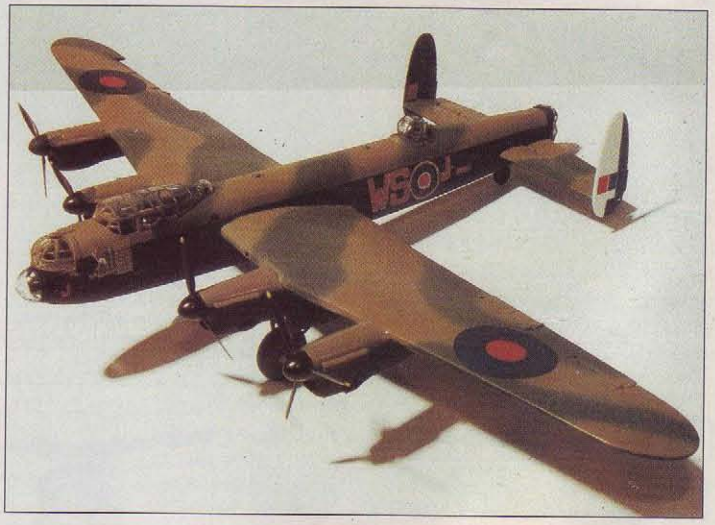
Any skill level will be able to cope with the kit, but few novice and young modellers would consider it a 'pocket money' kit.

Recommendation

Sixteen years down the line this kit is good, but the limited interior and heavy glazings coupled with the big price make it a kit I would only recommend for one reason, you have no other choice!

My thanks to Airfix for supplying the review sample.

Richard.A.Franks

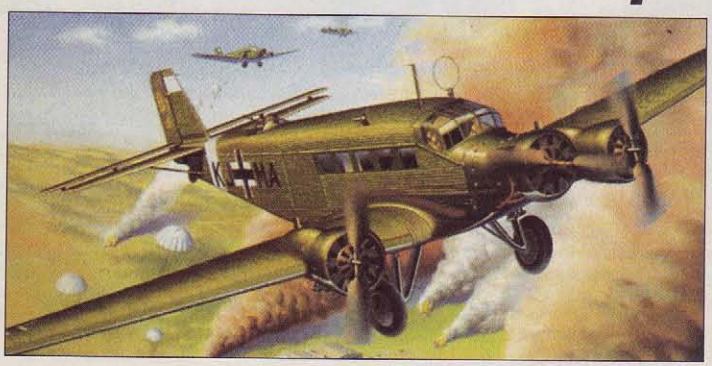


Junkers Ju 52/3M Transport

Technical Data
Manufacturer: Revell
Scale: 1/72nd **Price:** £9.95
Origin: Italeri (Italy)
Type: Injection Moulded Plastic
Parts: Plastic; 16, Clear; 17
Decal Options: 2
Distributor: Revell (GB), Binney and Smith, Ampthill Rd, Bedford
Tel 01234 360201

The Kit

This kit is a repackage of the Italeri kit and really doesn't need an introduction.



Even though this model is infact the old Italeri kit it is well worth building. The kit is moulded in dark green plastic which is not to my taste as it goes lighter on the areas where you use liquid poly glues resulting in a tatty looking model until you get a coat of paint on. However that is just a personal gripe, so don't take any notice!

All the bits and bobs are included on the sprues to make just about any variant of the Junker Ju 52 and as I am not a great fan of the standard German

war camouflage schemes on this aircraft and even less of a fan of Revells decal sheets I thought I would play about with this kit and make it into a pre-war transport/paratroop ship which still carried a Lufthansa colour scheme but with military markings, so that's what I did.

Construction

As this is an old familiar kit to most of you I won't go into too much detail on its construction. The interior detail is quite good and lends itself to being super detailed if you intend to open up all the hatches. The fuselage goes together in four parts; two side halves, a bottom plate in the rear of the fuselage and a separate upper decking.

The wing joints to the fuselage are a bit loose and can pose a big problem as they need to be filled but how do you fill and sand a corrugated surface? In the end I used strips of plasticard and carefully cut it down with a scalpel. The leading edges of the wings also required a fair amount of filler.

All the control surfaces including the elevators and rudder are separate from the main planes and as their fit is very good they can be modelled in positions other than neutral. The engine detail is good though the fit of the cowlings and exhaust pipes left a lot to be desired. They did all fit after a lot of trimming and adjusting. To make a pre-war Luftwaffe Ju 52 you will need to add wheelspats to the standard aircraft and as I said earlier these parts are on the sprues so it couldn't be easier really.

Painting

After a little research I found a fairly standard pre-war scheme. Only two of the side windows on each side of the fuselage were retained, the rest were painted out including the door window. These four windows were masked out with masking fluid and the canopy with Parafilm M. Everything was sprayed with good old Halford's primer before I uncharacteristically brush painted the silver grey (a mix of Tamiya Flat Aluminium and Tamiya Gloss black 8 to 2 parts) main colour. The reason for this is it is very hard to get an even coat of paint with an airbrush on a corrugated surface and in the end you really couldn't tell the differnce.

Next I hand painted the red band on the tail for the Hakenkreuz and masked up the silver areas so I could spray the undersides and cowlings with Holts Matt Black.

Decals

Revell decals on a corrugated surface in 1/72nd scale, I wasn't even going to think about it!

So my own concoction took place. The swastika on a white disc came from the Xtradecal Swastika Sheet (X036-72) and settle down nicely onto the corrugations on the fin and rudder after cutting it in two to cope with the separate fin and rudder.

The early narrow style Balkenkreuz came from the old Hasegawa Hienkel He 51 B2 floatplane kit.

Decal Rating (kit) = 3/10

Conclusion

Apart from the wing root joins this is still a nice kit, though my advice is to bin the decal sheet as I guarantee it won't sit down at all well on the corrugated surface.

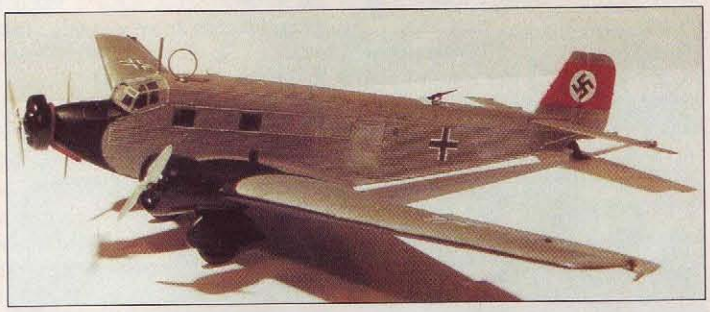
As I said earlier there are enough spare parts in this kit to make just about every variant, including a ski-plane and at £9.95 it represents good value for money (Remember that the original Italeri version is still available at about £7.40 - Ed).

Recommendation

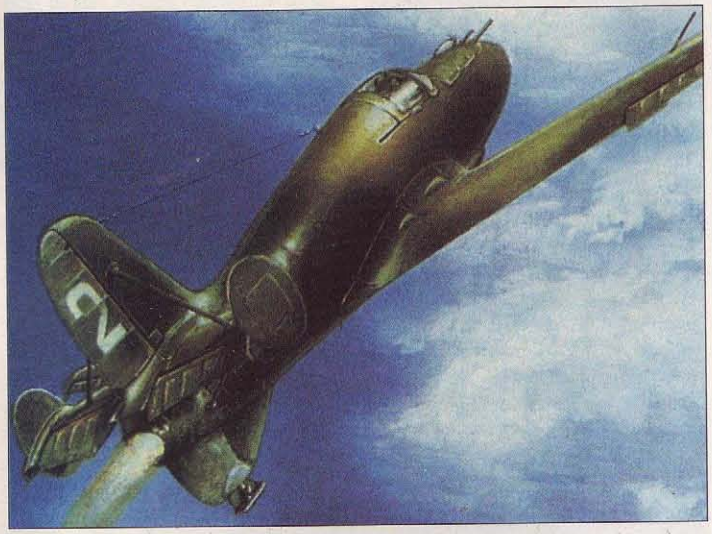
This is a kit I can recommend to all though the wing roots may cause problems to younger modellers, but they can get their dads to help on that one!

My thanks to Revell (GB) for the review sample.

Mitch Thompson



Berezniak-Isaev BI-1



Technical Data

Manufacturer: Modelist
Scale: 1/72nd **Price:** £3.50
Type: Injection Moulded Plastic
Parts: Plastic; 37, Clear; 1
Decal Options: 3
Importer: Four plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH
Tel: 01702 559308

The Kit

This is actually the second or third time that this kit has been released. I have listed the manufacturer as Modelist as I don't read Russian and this is the last firm that offered this kit. The kit originally appeared in 1991 as a fund raiser for the DOSAAF, a voluntary society for the support of the Army, Navy and Air Force. This version however is revised with the addition of tip mounted pulse ram-jets as seen on the sixth example built.

Construction

The first thing that will strike you about the kit is its size, its small even for 1/72nd scale! The delicacy of the topic is not helped however by the mouldings and in places there is a lot of flash and some badly formed parts. The canopy is a bit thick and it looks a bit scratched due to the quality of the plastic used.

The interior of this kit is a real gem though and the small size parts in this area are beautifully done. Those of you with large hands or the shakes should steer clear of this model as the interior will drive you to distraction. A bulkhead, seat, central floor section complete with rudder pedals and the control column and the instrument panel all fit neatly inside the fuselage halves and it is only a shame that the canopy cannot be opened.

The fit of the wings to the fuselage is not good with noticeable steps either on top or underneath. Throughout the instructions you will find parts which are only applicable to certain variants being flagged up. Make your decision early about which option you are making and make sure you don't fit bits which are not appropriate. The fit of the tailplane unit is very bad and you will require a lot of filler all around it.

I wanted to make the type fitted with skis and although it does not say it this is option 1 on the instructions. Having fitted the little skis I must admit that I forgot the undercarriage doors and once I remembered them it was too late (into the dustbin of despair I am afraid!)

Accuracy

Going by the information in the 'WW2 Aircraft Fact Files; Soviet Air Force Fighters Part 1' The kit is almost bang on scale with the span at 21' 6" against 21' 3 1/8" of the original. Fuselage length, less the nose probe, is a little over at 22' whereas the original was only 20' 11 7/8" long.

Overall however the kit produces a very good replica of the type.

Colour Options

I have said that there are three colour options in this kit however in fact there are at least five listed on the instructions. These instructions, although having some text in English, are very confusing and that is why I opted for the first option (all right I also liked those skis!).

The upper surface of my option is listed as Light and Dark Green with Light Blue underneath. I used AeroMaster Russian Topside Green (9073) and RLM 82 (9030) on top with Russian Light Blue (9074) underneath. The interior of the BI-1 was light grey so I used the old faithful Halfords acrylic primer.

Decals

The kit decals did not bode well once

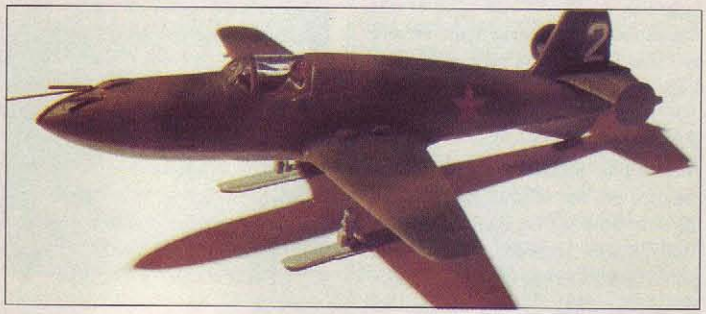
I saw them and I must say that this is the area in which every kit from the old Eastern Bloc countries is let down. The decals themselves look alright on the backing sheet but the carrier film is overall and you have to cut each image out. I decided therefore just to use the kit tail number and I found this went on very well. The fuselage and wing stars came from a SuperScale sheet and that's about all there is to apply.

I used Micro Set and AERO Sol solutions in small amounts on this model and they worked well.

Decal Rating- 5/10

Conclusion

It takes a lot of concentration to make this model up and there are a lot of problems to overcome. The fit is average to poor and the instructions and decals next to useless. However its a neat kit and it is the only one you are ever likely to see of this obscure Russian Me163.



Recommendation

This is a very basic kit which is only let down by the obvious limitations of the manufacturers equipment. I love the type and it makes a very good talking point as most people have never even heard of this Russian type, let alone seen it.

Its not a kit for the novice and for this reason I can recommend it to the intermediate and expert, just as long as you have good vision and steady hands!

My thanks to Four Plus UK for supplying the review sample.

Richard.A.Franks

Northrop N-3 PB

Technical Data

Manufacturer: MPM
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic
Parts: Plastic; 41, Clear; 1, Acetate; 3, Etched; 15
Decal Options: 2
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

The Kit

This is an all new kit of this lovely little float plane from the drawing board of Jack Northrop. I have always had a bit of a liking for the type so when I saw that MPM were adding it to the ever increasing range of limited-run injection moulded kits, it was mine!

One point to note with MPM kits is that they are limited-run and they will therefore soon become unavailable, so if you want any example act sooner rather than later.

Construction

As with all limited-run kits the sprues and runners are far heavier than in normal injected kits. Your first couple of hours work therefore is taken up with carefully removing each part from the sprues with either cutters or a saw and then tidying them up. The wings are best treated almost like vac-formed versions. Add tape loops to them and then sand them flat to achieve a fine trailing edge.

Leave the interior parts roughly cut to shape, don't sand them initially as it is easier to cut them to fit than to have to add a bit more on! Why make life difficult for yourself. The interior consists of a floor, central bulkheads, pilot's seat and rear firing machine gun. The instrument panel can be detailed with the addition of the acetate film and etched brass detail parts if you require and to ease assembly here I would recommend that you use gloss varnish to attach the etched brass to the acetate, as it will hold and it also acts as glazing, saving time and hassle once more.

Make the floats up, less the rudders (L2 & L3), and once all the wings are in position, attach them and do some alignment checks to ensure everything is in the correct orientation. You will need to make up the engine cowl and then ensure the engine will fit. Once this is done cement the cowl halves together and leave the engine out for now. The top air intake (26) is miles too high, so sand the bottom edge down quite considerably. I only noticed this failing once my model was complete, so learn at my expense! All the other detail parts and canopy were left off until after painting and decalling.

Once the decals etc were in place the canopy was installed and the engine cowl and engine were cemented in position. The propeller is left off until last and all the smaller parts such as the wing machine guns and pitot tube are also left until the very end so as to reduce the likelihood of breaking them off.

Accuracy

Going by the dimensions listed on the kits instructions the model is very accurate. The span is about 49' where as the real thing was 48' 11" and the length less the float tips is 36' which is correct.

The overall 'look' of the completed model is good and the only thing I found difficult was fitting the canopy and getting the open section to fit convincingly.

Colour Options

<None>There are two options in this kit and both are in standard RAF scheme of Dark Green and Slate Grey over Sky. Now the instructions say Dark Sea Grey and Dark Slate Grey over Sky but going by the box art and photographs I would say green and grey is more likely (No letters please-Ed).

My model was therefore painted AeroMaster Sky (9114) underneath with Xtracolour Dark Green (X1) and Humbrol Slate Grey (27) on top. The propeller is matt black (Revell 8) with yellow (Revell 310) tips and the engine is Oily Steel (X503). The exhaust pipes, guns and sight are all Gunmetal (X506) and the cockpit interior is Interior Green (Humbrol 151).

Once painted the model was given an overall coat of Revell gloss varnish.

Decals

These are produced by Propagteam and they are very fine. Each image is best released from the backing paper and slid directly into position. I used Aero Set solution to settle the image, then AERO Sol to draw it down onto the model. There was no adverse reactions from the decals to these solvents and they all went on very well, with little or no silvering.

Decal Rating- 9/10

Conclusion

This is another fine product from MPM but one which by its very nature is only aimed at the more experienced modeller. If you have built limited run kits before then this one will be no trouble, if not try something easier first.

Recommendation

Recommended to all intermediate and experienced modellers.

My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks

Focke Wulf Flitzer II

Technical Data

Manufacturer: Toad resin
Scale: 1/72 **Price:** £23.50
Type: Resin & white metal
Decal Options: N/A
Distributor: Toad Resin, 152 Godstone Road, Caterham, Surrey. CR3 6RB

The Kit

This kit was right up my street as most of you would have already guessed. The Focke Wulf Flitzer II is one of two new 'what-if?' releases from Toad Resins and represents an aircraft that not only never existed but was barely drafted into concept so it is unclear how much is the actual design and how much is from the strange mind of Mr Long.

The resin parts are not quite up to the usual standard that we have seen from Toad but this is due to Peter Long producing these parts himself instead of the casting being farmed out. With a little extra cleaning up, filling and sanding the usual good parts can be found underneath. The canopy is vac-formed and is a good clear moulding, though the demarcation of canopy and 'spare' plastic is a little unclear.

The white metal is very well detailed though a fair amount of cleaning up is needed in places. There are no decals with this kit because it is a little pointless as the aircraft never existed. So you will have to resort to the spares box.

Construction

My first impression of this kit was I admit one of horror and a little time was needed to sort out what was what in the resin department. But as I said earlier after a bit of scrapping a bit of filler and some more scrapping the layout of the airframe became apparent and we were off! The first job is a little tricky, the fuselage is made up of two resin sections. The front section contains the cockpit and the rear is the engine compartment. The joint of the two sections is at the air intake which goes the entire circumference of the fuselage and this is the problem. These two parts are only connected by two short struts which connect to the proud step of the intake cowls. This was clearly not going to be strong enough. So I decided to add an internal spine in the form of 5mm aluminium tube but be warned make sure that you get the holes drilled exactly in line with each other otherwise; well, problems!!

The wings are not a wonderful fit and the best way I found was to dry fit them with 'Blu Tak" to get the dihedral correct with the aid of the drawing supplied and to work out the wings positions on the fuselage with a pencil. I then glued each wing on using five minute epoxy and then filled any gaps with Milliput. This combination makes a very strong joint and if you follow the instruction as closely as I did and go out for a beer and a curry and return to the modelling bench the following morning (OK it wasn't a curry, it was a chinese wasn't it Mr Franks)(Yes-Ed) then everything has set hard and its time for the wet and dry.

The twin tail booms, along with the tail plane all need to be drilled out and pinned with brass rod. These parts all fit together very well if, again, care is taken with marking out the drilling points then no problems will be encountered.

The white metal cockpit parts all fit very well with good detail and these were painted RLM 66 Grey. The nose cap is a metal casting and this along with the cockpit components ensures that the aircraft will sit properly on its nose wheel- lovely!

Before painting I decided to pre-drill the holes to take the undercarriage and hit a problem with the wing mounted main oleos. I thought that the appropriate area to drill would be into part of the tail booms. Not so, I drilled straight through the thin surface of the wing into my finger! Ouch!! Only one thing for it, glue the oleo legs in place with the fixing pins sticking through the wings and cut them flush.

With the canopy cut to size, glued and masked off with ParaFilm M it was time to think up some crrrazy colour scheme.

Painting

Before anything the whole airframe was sprayed with Holts grey primer and left to dry. Meanwhile I assembled the contra-rotating propellers. The blades need to be cut down considerably to ensure that they wouldn't chop the tail booms off. This I found out after putting all the blades in place! The instructions tell you to ensure that you have one set of blades pitched in the opposite direction to the other set but not to adjust the length of the propeller blades. Be warned.

Anyway back to painting. Well we of the 1946 Luftwaffe bent now think that it is likely that if WWII had gone on for another year that, natural metal finishes would have been employed in a lot of areas mainly due to the lack of paint! So an all over coat of good old Nissan Silver was applied. Over this I mottled RLM 82 Brun Violet and RLM 99 Green undercoat. Okay, what else could I do, I know another black underside. I airbrushed the underside Tamiya acrylic matt black leaving a wavy demarcation line along the fuselage and tail booms, job done.

Decals

Time to really spam it up! First of all blue and white defence of the Reich bands on both of the tail booms. I robbed the defence bands from the Monogram 1/48th scale Messerschmitt Bf 109 G-10 kit. Various Balkan Kreuzs and swastikas came from the scrape box. The red arrows, shields and white five numbers came from the Dragon Salamander kit and that is basically it

Finishing off

A nice little touch are the white metal wheels which have weighted tyres and really do give the model that little something to provide you with belief in the aircraft actually existing. Toad Resin do not provide you with undercarriage doors but do provide you with scale drawings in the instruction sheet from which you can cut your own undercarriage doors from plasticard. I am told that the reason for this is an attempt to keep the kit price down .

I sprayed the contra-rotating propellers and spinner assembly black and after checking again that there was enough clearance between the prop blades and the tail booms (Although many modellers at our local club noticed they were still not short enough!-Ed) I Superglued it in place. With that I gave the whole model a good coat of Satin varnish. Result; one sexy 'what if?' model.

Conclusion

Don't be put off by the sight which presents itself to you as you open the box because this does build up into a lovely model once you have sorted out the resin mouldings. It does look like it could have existed and the best thing about a model kit like this is you play about with it, adjust bits, change bits to your liking and paint in accordance with whatever you fancy.

I must admit that I enjoyed the instruction sheets in the kit. Peter Long's sense of humour and fun is very entertaining. And anyone who recommends beer and curry in between drying times is definitely my kind of chap.

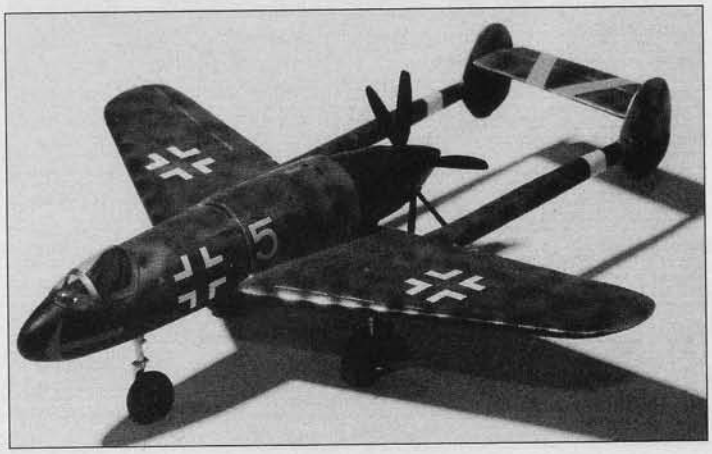
Recommendation

This is a model for the experienced modeller and requires some thinking about in the construction but it is also a fun kit.

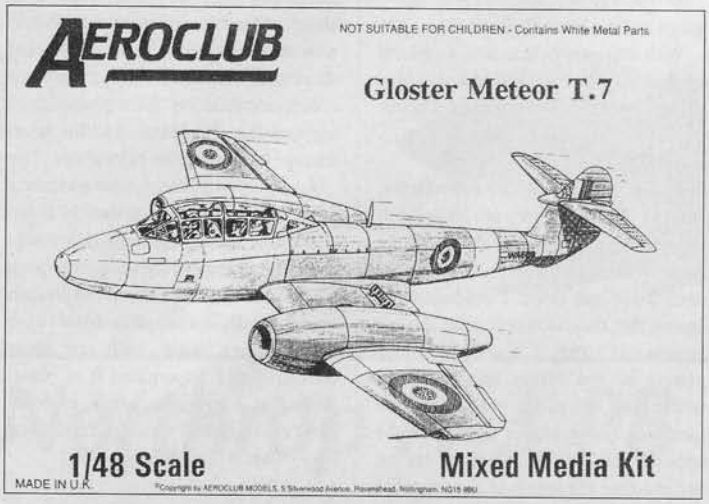
I can recommend this kit to all experienced modellers who like to let their imagination run wild.

My thanks and straight jacket to Peter Long of Toad Resins for the review sample.

Mitch Thompson



Gloster Meteor T.7



Technical Data

Manufacturer: Aeroclub
Scale: 1/48
Price: £27.50
Type: Vac formed, injection moulded plastic, metal and resin.
Parts: Plastic 16 (vac), 12 (injection), Clear, 1, Resin,2, Metal 46.
Decal Options: 2
Manufacturer: Aeroclub, 5 Silverwood Avenue, Ravenshead, Notts.
Tel: 01159670044 Fax: 01159671633

The Kit

Bang! There it is, a 1/48th scale Gloster Meteor T.7 presented in its corrugated cardboard box which has, for me, become an icon of quality kits for the more advanced modeller. I remember that my Koster Dornier 217 came in rather the same sort of box, and you can remember the oohs and aahs I made over that!

It is the truest of mixed media kits because there is apart from etched brass, every other media used in kits today; vac form, white metal, resin and injected plastic parts go to make up the model.

Construction

The instructions are very comprehensive and provide you with two sets of exploded drawings and written descriptions of construction which are very helpful.

The vac form parts were cut out of their mouldings and the laborious sanding down process (or the first of them anyway!). This was made infinitely less laborious by the discovery of the Tee-Al system which is produced by Aeroclub, purely by coincidence of course. On first impressions the Tee-Al system is a bag of three different size 'T' sectioned Aluminium and some sticky pads. Once sandpaper has been stuck to one Aluminium 'T' bar and the awkward vac form part has been stuck to another 'T' bar via a sticky pad, rubbing down the vac-form parts has never been so easy. I have also used the Tee-Al system for resin and injected kits and it makes some of those insanely difficult jobs much less maddening.

The wings are the most complex area of vac form construction as the engine nacelle tail pipes are of vac construction. A white metal disc representing the rear outlet of the jet engine is glued in place before the pipe halves are joined. The whole pipe then slots easily into a circular disc which takes two white metal engine detail parts. It is advisable to take your time over getting all parts cut and sanded to the correct size and the instructions advise that you treat each nacelle as a separate item. As for the two wing halves (upper and lower half sections) the leading edges are easy to sort out though Aeroclub did point out not to take too much off the leading edge of the internal portion of the nacelles as the outer wing panels are slightly 'Gull winged', so watch out for that one.

Another bit of advice Aeroclub had for dealing with the trailing edges was to use a glazers window scraper. Attack the trailing edges with that and within a few minutes a fine edge is achieved.

The cockpit is in the form of an injection moulded plastic tub with white metal instrument panels and seats. The nose wheel leg and its mounting frame are built into the front bulkhead making a complete nose interior sub assembly. The instructions advise that the cockpit tub should be mounted in one side of the fuselage and then join the two halves together. I thought it would suit me better to join the fuselage minus the cockpit tub so to get a more accurate alignment and then slide the cockpit tub in from the wing saddle area with the nose gear dropping into place down through the nose gear hatch. This proved very successful.

If you trim the wing areas properly you can get a perfect (or as perfect as I could get it being a recent vac form convert!) fit and I used relatively little filler on the joints. By also fitting the fuselage ventral tank you can avoid filler and sanding on the majority of the forward wing joint.

The tailplanes are injection moulded plastic (Hoorah! I hate vac form tail planes!) and need very little cleaning up. They fit nicely into your pre-drilled and cut out fin.

The nacelle fronts are cast resin and with a few minor adjustments to the leading edges fit in place with a little Milliput to fill any gaps.

The undercarriage is all white metal and is very sturdy but it does need a little effort to clean up and the wheel yokes I found needed opening up a little to accept the wheels. It was almost time to think about some paint.

Once painting and decling is completed the detail parts can be added.The only way to ensure the white metal undercarriage parts stay where they should is to glue them with five minute epoxy along with the undercarriage doors. The airbrakes went on with a dab of Superglue and the canopy was put in place with PVA adhesive, It was also tacked with a couple of spots of Superglue to hold the canopy in place while the PVA set.

Painting

As of late I have been getting rather lazy with painting. With one colour larger model aircraft why mess about with an airbrush when a can of Halford's acrylic car paint will do the job nicely? I had opted , or rather the editor had opted for me to make the Royal Navy T-7 variant which is simply black with black interior. Well I'm all for keeping things simple. So once the wheel wells had been painted silver and masked off the whole airframe was primed with Halford's grey primer and about an hour later when it was dry I sprayed the whole airframe, cockpit and all, with Holt's matt black. The undercarriage legs were primed and then sprayed with Holt's Nissan Silver, and as everything was left to dry my attention turned to the canopy.

Once cut out and sanded I masked the canopy with one piece of Parafilm M, trimmed to fit. I was not sure wether the Holt's black would take without primer and as the interior framing was black I airbrushed the canopy with Tamiya black first. Then to get a good match I sprayed it with the Holt's black.

Decals

Another nice sheet of decals from the drawing board of Tim Perry I think.

Two options are provided: the all black Royal Navy variant stationed at Hal For in Malta and the Silver and yellow T-7 CFS of the rather unfortunate Vintage Pair.

All of the decals need a bit of trimming before application, but they settle down nicely with the application of decal solution.

Decal Rating 9/10

Conclusion

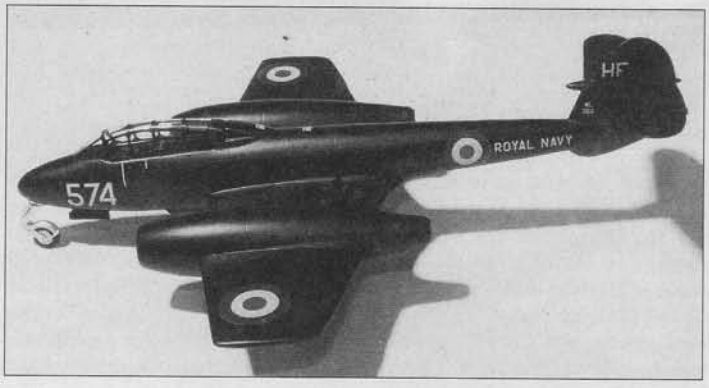
Not a kit to be rushed and I thought it prudent to take my time over it. It is a superb kit and another one that is a good one to begin vac form modelling with. As I said with the Koster Dornier 217, if I can build it, then anyone can!! This is a very good kit of a very important aircraft which has been missing for too long in 1/48th.

Recommendation

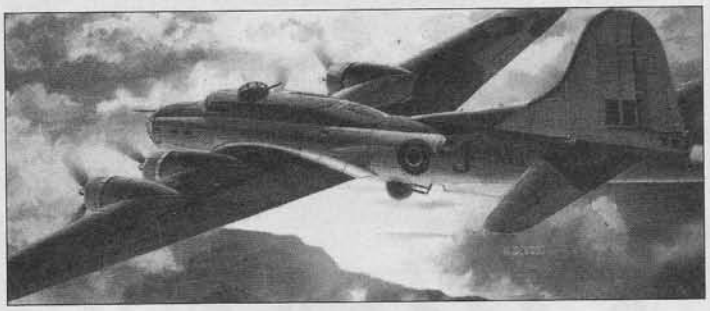
Buy it! Build it! I can thoroughly recommend this kit to all experienced modellers and to those of you who are looking to start vac form modelling. Judging by the amounts of you I have seen buying this kit, I don't really need to tell you this. I had fun. I loved it.

My thanks to Aeroclub for the review sample, the Tee-Al system and the couple of hours of advice they gave me at the Southern Expo.

Mitch Thompson



Coastal Command B-17



Technical Data

Manufacturer: Academy Minicraft
Scale: 1/72nd **Price:** £17.99
Type: Injection Moulded Plastic.
Parts: Plastic.145, Clear 26.
Decal Options: 1
Distributor: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
Tel: 01462 672509

The Kit

Representing the RAF operated Coastal Command Flying Fortress, this kit basically models the B-17E version of this famous American bomber. It is one of several B-17 Flying Fortress kits that Academy Minicraft have recently released, and it shares a number of common sprues with these other kits in addition to having various parts unique to the B-17E and its related models. There are also several parts included in the kit that are only applicable to other Flying Fortress versions and are not needed to build the Coastal Command B-17. The kit basically comprises five grey plastic sprues, plus three clear plastic sprues. The standard of moulding throughout is excellent, with clean mouldings featuring neatly engraved panel lines. An interesting omission to the engraving is the outline to the rear fuselage crew access door on the right hand side, but overall the engraving is a beautiful job that some other manufacturers would do well to take note of.

Construction

The overall construction of the model is generally conventional and straightforward, although the kit's instruction sheet could be a little more clear, especially as it includes rather small and crowded construction sequence drawings.

Work begins in the cockpit area and nose, and here a reasonable level of basic detail is incorporated. The kit's decal sheet includes a rather stark black and white decal for the instrument panel and throttle controls, together with seatbelts/stencils to go on the seats. The kit's instructions recommend the use of 'Chromate Green' paint throughout the model's interior. My co-reviewer and I would love to know what they mean by this term - we have not yet come across an official (or indeed unofficial) colour known as 'Chromate Green'. presumably Academy Minicraft mean 'Zinc Chromate' (an officially recognised entity) tinted with green, or a later 'interior green' shade. As we are building here a comparatively early Flying Fortress it is probable that Boeing at that time of the production of these particular machines was using Zinc Chromate primer (possibly tinted with a brownish-yellow material) as an interior colour, in addition to various aluminium and mid-grey finished areas within the aircraft. If you want to replicate 'Zinc Chromate' use Humbrol No. 81 Matt Pale Yellow paint, made a little less bright by mixing in a little brown or green - unless one of our American readers with in-depth familiarity of Boeing's production procedures at that time could give a more detailed answer for these particular aircraft.

Construction continues with a bomb bay interior, and the various gun turrets that need to be mounted into the fuselage when the two halves are joined together. It is necessary to cut out the waist window in the right hand fuselage side, a depression being moulded within the right hand fuselage side to facilitate this. Some slight warping of the fuselage sides was noticeable, necessitating the fuselage sides being rigidly held together particularly at the wing root area while the adhesive dried.

An interesting omission on this model is the lack of an astrodome ahead of the aircraft's windscreen. The particular Flying Fortress covered by this kit actually featured an astrodome, so to fit one it is necessary to drill a hole roughly half way between the windscreen and the fuselage front edge, and fit the spare astrodome included on the kit's mouldings (Part No. L-45). It also appears that the four rectangular windows moulded in the upper area of the nose ahead of the windscreen were not present on this particular aircraft, and so they were filled in on the model photographed with this review.

Construction of the wings and tailplane parts is straightforward. If you are a modeller who prefers to build most of the model before the major part of the overall paint job is commenced, and this usually means fitting the undercarriage to the model during construction rather than after, then you will have no major problems with the kits main undercarriage - which is intended by Academy Minicraft to be built into the lower wing piece on each side during construction before the top halves of the wings are cemented to the lower. If, however, you prefer to leave off the undercarriage until after painting had been accomplished then you will have a problem, as it is difficult to install the main undercarriage components into their forward locating points within the engine nacelle mouldings after the wings have been cemented together. Either way, the whole main undercarriage construction does not seem to be terribly strong, and it would perhaps have been better to have had the forward attachment within the upper cowling moulding rather than the lower, which would have probably given a stronger assembly.

The rear end of the fuselage is a separate assembly, which allows Academy Minicraft to provide a different end to kits representing later versions of the Flying Fortress. Formed in clear plastic, the rear fuselage and turret look quite good when carefully painted, except that the resulting vertical joint between the two halves leaves a joint line right down the centre of the rear turret's rearwards facing windows.

Colour Options and Painting

The kit's comparatively small decal sheet contains one option only. This is for a well-known Coastal Command Flying Fortress, serial number FL459, aircraft letter 'J'. The aircraft was white underneath, with upper surfaces in green and grey although there seems to be some controversy as to the exact shades, particularly as the aircraft was probably painted in the United States, prior to delivery, from US paint stocks. The review model was painted with AeroMaster paints, Dark Green and Medium Sea Grey as these appeared to be a reasonably good match. It is possible that the undersides of the fuselage, wings and tailplanes will have been a weathered glossy white, with the fuselage sides and vertical tail in matt white.

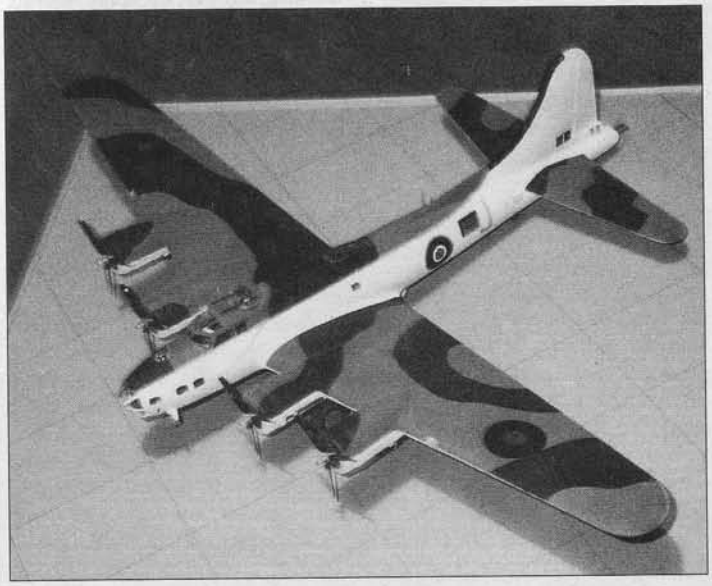
Decals

These are quite well printed, and are sufficiently thin to follow contours where necessary without much difficulty. They applied well over the AeroMaster colours previously mentioned, and the model looks very convincing when given a coat of AeroMaster matt varnish over the relevant parts of the uppersurfaces, with the undersides left comparatively shiny and suitably weathered, following the application of the transfers.

Decal Rating = 7/10

Conclusion

This is a very neat, new kit, that s produced to the high standards for which Academy Minicraft have become well known. Unfortunately, there is one final point to raise, which



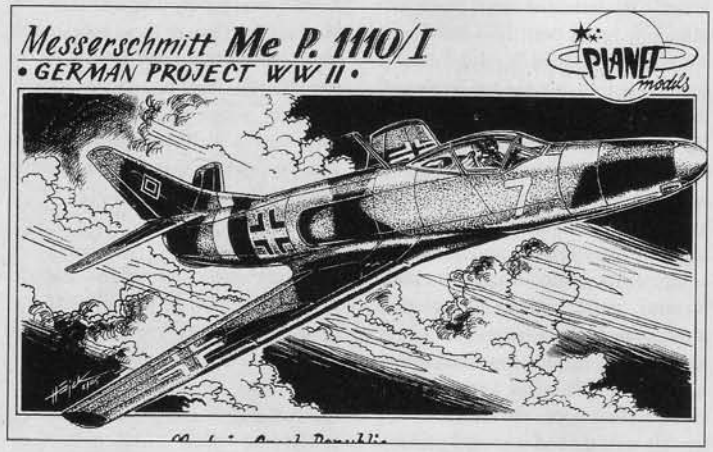
has been left until this point because it does not really reflect on the quality of the kit itself, but rather refers to the research relevant to the particular colour scheme included in the kit. Anyone who is familiar with the specific aircraft as included on the kit's decal sheet (and it is one of the better-known Coastal Command aircraft) will probably be aware that during its service in these colours, the aircraft carried a full set of ASV aerials - under the wings, and protruding from the aircraft's extreme nose. These aerials are not included in the kit (although the box art shows the nose aerials in place). Having looked into the history of this particular aircraft in the RAF Museum's archives, it seems that it was fitted with the ASV aerials not long after arrival in this country, and it was certainly fitted with them while wearing the letter 'J' as on the kit's decals. A very well known photograph of this aircraft, in this configuration and in these colours, has been published in many books, probably the most easily accessible of these at present being in Chris Ashworth's book "RAF Coastal Command 1936-1945". In order to fit these aerials to the model it is necessary to scratch build them, or to obtain the set of ASV aerials produced by Aeroclub Models (set No. V080), or the more recent set by Paragon Designs (set No. 7240) in each case, the aerials need some alteration before resembling those carried by this particular aircraft.

It is unfortunate that one has to bring up this point, especially as the kit itself is a very nice and capable effort at creating a worth while and accurate Flying Fortress model. As a good kit of the basic B-17E type Flying Fortress it is very much better than most of the opposition from other kit manufacturers.

Thanks to Toyway for the review kit.

Malcolm V. Lowe/Pete Redhead

Messerschmitt Me P. 1110/I & II



Technical Data

Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50 (each)
Type: Resin with Vac-Formed Clear Plastic
Parts: Resin; 30, Clear; 1 (each)
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel; 01502 517444

The Kits

As both of these models are basically identical I will deal with them in one review.

Each model from this new Czech company features resin main parts with a vac-formed canopy. Decals are included and are produced by Propagteam and the kits come in boxes with neat black & white box art.

Construction

If you have made resin kits before you will be used to the large casting blocks attached to the major parts and wafers of resin surrounding the smaller pieces. Well here you don't get that, the main parts are pre-prepared with no big lumps to saw off. The smaller parts do come in a wafer of resin, but they don't seem to suffer from the undefined edges which other manufacturers parts do.

Construction of the kits is very similar as the Me P1110/I and II were research aircraft to determine the optimum position of air intakes etc for jet aircraft design. The Me P.1110/I features the intakes on each fuselage side just aft of the cockpit, while the II has a 'ring' intake which goes around the entire rear fuselage about mid-chord of the wings.

Having spent an hour cleaning up all the resin parts, assembly can be achieved in next to no time. The small number of parts does mean that the assembly sequence seems far easier and as the detail parts such as the interior and undercarriage are left off until after painting all you are really sticking together is a maximum of twelve parts!

The only drawback with the solid resin fuselage is that there is nowhere to add nose weights. It is true to say there is a small hole near the nose, but not enough I fear. I would therefore advise you to cut out some larger holes in the forward fuselage sections and fill them full of fishing weights.

I must admit that I got too sure of myself in the main construction and fitted the undercarriage bay insert in the wrong way around. Now I did not do it once but twice and it was not until I came to fit the undercarriage that I noticed....idiot!

As I said all the smaller parts are left off until painting and decalling is completed, but once that is done all the cockpit interior and undercarriage can be fitted. In my example I opted to have the canopies open and decided that the framing meant that the centre portion hinged to starboard. Having cut the vac-formed canopy out I divided it up into three sections and then secured it to the model. A little filler and some re-spraying was required, but the finished effect was far better than if I had left it closed.

Accuracy

Going by the information in 'German Jet Genesis' by David Masters, the I had a span of 27' 1" and the II one of 21' 10.5". The length of each was 33' 11.5" for the I and 27' 10.5" for the II. Now here is the problem, both of these model versions are identical with a span of about 27' 10" and a length of 34' 6". If you go by the information in my source neither of these kits accurately depict the type and that is a shame.

Colour Options

All colour schemes for these types are totally spurious as the airframes never existed. The P.1110/I design was submitted as an emergency fighter in 1944, but was rejected and although the aircraft were designed to carry armament their main design purpose was one of research.

The colour schemes depicted in the kit are RLM 81/82 on top and RLM 76 underneath for the I and duraluminium overall with the extreme upper decking and butterfly tail of the II in RLM 02. My initial reaction to these schemes was.... boring! So I applied Nissan Silver to the entire II and the under surface of the I and then a splinter pattern of RLM 82 and 83 to the upper surface of the I and the extreme upper decking and upper wing panels of the II in RLM 81A. All my colours with the exception of the Nissan Silver which came from the Halford's range, were from Aeromaster. The colours used were RLM 81A (9029), RLM 82 (9030) and RLM 83 (9031). The fuselage bands on the II were white (Revell 4) and RLM 23 (9004) and the nose of the I was RLM 23 (9005). Interior colours were RLM 66 (9022) for the cockpit and RLM 02 (9020) for the wheel wells.

Decals

As I said these are produced by Propagteam and they are shiny with little carrier film visible. I moved each image straight off its backing sheet onto the model and used a little AERO Set solution to help the image settle down and then an overall application of Micro Sol to draw them down onto the models surface.

Decal Rating- 9/10

Conclusion

These kits are fun. They will not appeal

to 'real' aircraft modellers as they never really existed. The 'Luftwaffe 46' and 'What If' modellers out there however will enjoy them and my only critisism of a £23 kit is the fact that they do not seem to be accurate (well as accurate as you can be with a project!).

By the way, is it my imagination or, if you move the intakes to the wing leading edge of the P.1110/I doesn't it look like a SAAB Lansen?

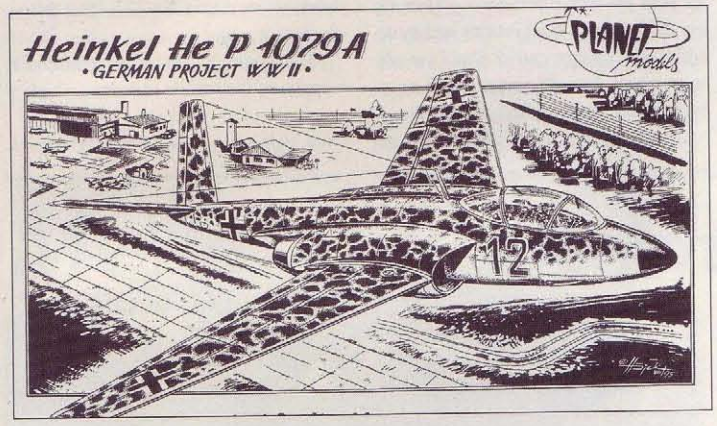
Recommendation

If you like the subject matter and you have experience with resin then you will enjoy either of these kits.

My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks

Heinkel He P.1079A



Technical Data

Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.95
Type: Resin with Vac-Formed Clear Plastic
Parts: Resin; 37, Clear; 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

The Kits

This is another all new resin kit of a Luftwaffe "What if" which features decals by Propagteam. The He P.1079A was a two-seat night fighter design which utilised either two HeS 011A or Jumo 004B engines. The P.1079 design concept came in five different layouts and I would not be surprised to find that the He P.1079B is not long in coming from this company.

Construction

There is very little cleaning up to do with the resin parts in this kit and the main components only total nine pieces. The cockpit interior is quite well detailed with instrument panel, seats, control column and rear radio equipment. The side consoles and floor are already moulded in the solid fuselage.

The drop tank racks for the wings are fitted but the sway braces are far too big and should be dispensed with. The cockpit canopy, drop tanks and undercarriage are left off until after painting was completed. Once this and the decals were applied the undercarriage and doors are added, then the canopy was cut into three sections so that it could be posed open.

No space is available anywhere in this kit for nose weight, due to the solid fuselage casting and I am afraid to say that the model will not balance on its tri-cycle undercarriage without some..... shame that.

Accuracy

Going by the information in 'German Jet Genesis' by David Masters, the P.1079A had a span of 41" 8" and a length of 46'. The model scales out to 42' span and 47' long. This makes it just marginally to long and a little big in span. These dimensional differences have little effect on the overall model however which looks very good indeed.

Colour Options

As the type never existed any colour schemes is totally spurious. The colour schemes depicted in the kit are RLM 76 overall with a mottle of RLM 74 on top. I however wanted a more striking scheme and applied Nissan Silver overall with a scribble of RLM 81A and 82 on top. The tail bands are white and blue. The colours used were from the Aeromaster range, except the Nissan Silver which comes from Halfords, I therefore used RLM 81A (9029) and RLM 82 (9030). The fuselage bands were white (Revell 4) and RLM 23 (9004) and the interior colours were RLM 66 (9022) for the cockpit and RLM 02 (9020) for the wheel wells. The wheel hubs are gloss black (Revell 7) with the tyres in Tyre Black (Xtracolor X505) and the drop tanks were in RLM 02

Decals

These are produced by Propagteam and they are nice ard shiny with only a small amount of carrier film. I moved each image straight off its backing sheet onto the model, as they can prove a little fragile. Both AERO Set and Micro Sol solution was used and there was no adverse effect on any of the images.

Decal Rating- 9/10

Conclusion

This is another enjoyable kit from Planet Models. The 'Luftwaffe 46' and 'What If' boys will lap this type of kit up, but many of the 'real' modellers will look on with disdain. For £23 this kit should at least have room for some nose weights, as I for one will have to mount all of the series perminantley on a base if I don't want a series of Luftwaffe nodding-dog what-ifs in my collection!

Once again the completed model looks familiar, is it me or does this type bear not just a passing similarity to the Fouga Magister?

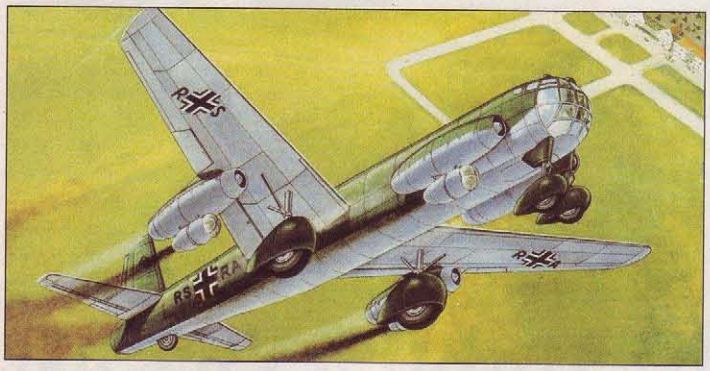
Recommendation

<None>If you like the subject matter and you have experience with resin then you will enjoy this kit.

My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks

Junkers Ju 287 V1



Technical Data

Manufacturer: Huma Modell
Scale: 1/72nd **Price:** £24.95
Type: Injection Moulded Plastic
Parts: Plastic; 94, Clear; 6
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel; 01502 517444

The Kit

For many years the Ju 287 has been one of my 'wants' in regard to Luftwaffe types and at long last Huma have come to my assistance. The Ju 287 is a weird bird to say the least, with its forward swept wings it must have been quite a shock for the USAAF aircrew who first saw it, 'was that bird flying backwards?' they must have thought.

This model from Huma is all new and it features their usual standard of moulding that includes a small sprue of some of the finest injected plastic you are ever likely to find.

Construction

Assembly starts with the fuselage and cockpit interior. The tailplanes are moulded as one piece and this fits through a hole in the fuselage, a la Lindberg Hs 129. The cockpit interior then comes in for additional detailing with parts from that very fine sprue. Side consoles, throttle quadrant, rudder pedals and a control column are all added and all I would say is that I suspect the seats are incorrect in style, as they don't look like He 177 versions (the Ju 287 forward fuselage was from an He 177).

Accuracy

Going by the information in 'German Jet Genesis' by David Masters, the Ju 287 had a span of 65' 11.75" and a length of 60'. The model scales out to a span of 64' 6" and a length of 64'. This does of course mean that the model is too long with the span also a little short. I am surprised that a German firm have made such an error and the problem may lie in the fact that the proposed production Ju 287 had a length of 64' and a span of 63' 6". Which ever is the case this model is 17mm too long and 6mm short in span. I for one can live with the short span but many may well have to shorten that fuselage.

Colour Options

As this depicts the V1 there can only be one colour option. This is simply RLM 71 on top and RLM 65 underneath. I used AeroMaster RLM 65 9021) and RLM 71 (9024) with the cockpit interior in RLM 66 (9022). The Walter RATO packs were painted aluminium (Revell 99) with a linen (Humbrol 74) parachute pack. The wheel hubs are Oily Steel (Xtracolor X503) and the tyres are Tyre Black (X505).

Decals

As with the Me 209 these are Huma's usual effort with matt images and quite noticeable, opaque carrier film. I cut out as much as I could initially and once each image was applied and secure, I removed the rest. Aero Sol and Micro Set solutions were used and they had no adverse effect on the decals. Swastikas are supplied in that silly square box arrangement, but I used examples off the Xtradecal sheet X036-72.

Decal Rating- 6/10

Conclusion

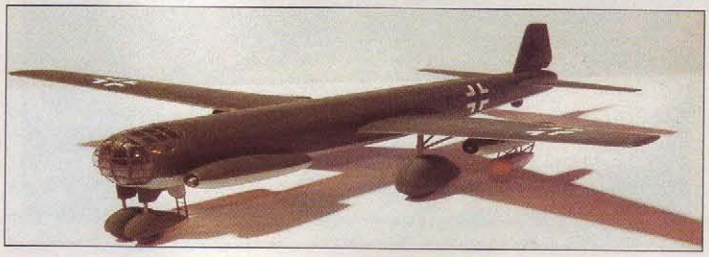
I have a Ju 287 at last! I for one am not too worried about the over-long fuselage as it does not detract from the look of the completed model. The kit itself is relatively easy to make and the end product is quite impressive. Oh, don't forget to add lots of weight behind the cockpit bulkhead (2) otherwise you will get a model which sits on it's tail (Yes... like mine!)

Recommendation

One for all skill levels this kit. I am not saying that it will do for a first time model but at nearly £25 I cannot see anyone being mad enough to do that. If you want a Ju 287 in the collection and don't fancy doing all that conversion work on an Airfix He 177, then this is the kit for you.

My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks



Focke-Wulf Fw 190V1

Technical Data

Manufacturer: MPM
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic
Parts: Plastic; 36, Clear; 1, Acetate; 2, Etched; 13
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

The Kit

This is one of the latest additions to the MPM limited-run kit range and it depicts the Focke-Wulf Fw 190V1 as it first appeared with the large ducted spinner.

The mouldings are all new and as with all MPM kits this one features etched brass by Eduard and decals from Propagteam.

Construction

The first few hours with a limited-run kit are spent cleaning and preparing the parts. Use clippers or a razor saw to remove the components from the sprues as a knife is not man enough for the task and if you attempt to snap them off you will damage them.

The cockpit interior is made up of a plastic floor, side consoles, seat and control column, onto which is fitted etched brass details for the consoles, rudder pedals and instrument panel. The instrument panel also features the acetate dial faces. The interior is listed as being 'Tank Grey' from the humbrol range and this is a good attempt at matching RLM 66, the interior's authentic colour. The fuselage halves are joined together to trap the cockpit insert and I did not like the instrument panel coaming (15) as it seemed to be a rather vague fit.

Building up the big ducted spinner and propeller takes time and patience as you have to first open up the holes for each propeller blade in the spinner (5) and then continually test fit the blades (6) through it to ensure they line up flat with the backplate (9) and hub (7). This sounds complicated and it is, so take your time and don't be tempted to just bung it all together.

Sanding down the upper and lower wing sections is rather reminiscent of a vac-form as they have to have the trailing and leading edges refined and this will take quite a while due to the thickness of the original mouldings. Don't forget the undercarriage roof insert (16) in stage 5 as it will not fit once the wings are on.

At this stage in the proceedings I added the tailplanes and did all the filling and sanding before applying a primer coat. this showed up any flaws and once these were dealt with I masked off the cockpit and applied the overall colour scheme. Once that was all dry the detail parts such as the undercarriage and canopy were added.

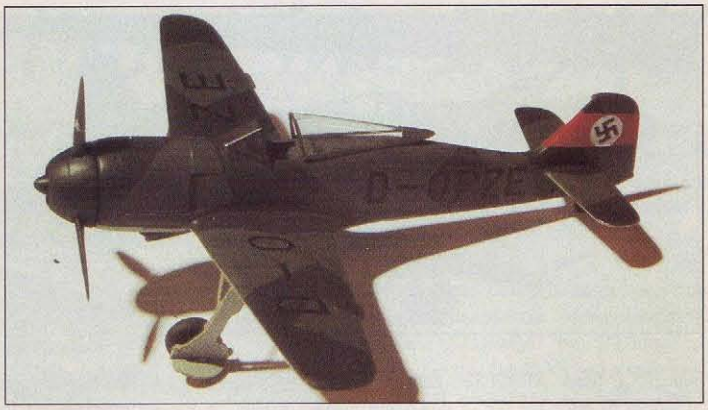
Accuracy

Going by the technical specifications given on the instructions the V1 had a span of 31' 2.6" and this kit scales out to 31' 3" and was 29' 0.4" long with the model scaling out to 29'. All of this means that this model is accurate and more importantly the model captures that aggressive 'sit' of the real aircraft very well.

Colour Options

As this kit depicts the V1 at its initial testing there can only be one colour scheme. Later the V1 was modified to look like the shape we all associate with an Fw 190, mainly due to the failure of that ducted spinner and because the test pilot said it was like flying with his feet in the fireplace!

The colour scheme is, as far as I am concerned, the only thing which lets



the type down as it is boring, boring! Overall the V1 was RLM 70 Schwartzgrun and RLM 71 Dunkelgrun on top in a splinter pattern and RLM 65 Hellblau underneath. The only splash of colour is the red tail band with the white disc and swastika of the Nazi party.

I used colours from the AeroMaster range to paint my model, utilising RLM 70 (9023), RLM 71 (9024) and RLM 65 (9021). The tail band is RLM 23 which equates to 9005 in the range. The interior was RLM 66 (9022) with the undercarriage bay, doors, oleo legs and tail wheel yoke all in RLM 02 (9020). The wheel hubs are gloss black (Revell 7) and the tyres are Tyre Black (Xtracolour X505).

Decals

These are produced for MPM by Propagteam so their quality is assured. I must say however that in this kit they were not up to their usual high standards. The images were all very matt and the carrier film with quite opaque and prominent. I cut as much as I could away from the wing and fuselage code letters, but still found that they silvered on application. The kit does come with the white disc for the tail band, but no swastika. I therefore used the disc and swastika that are offered on Xtradecal sheet X036-72.

Decal Rating- 6/10

Conclusion

It is nice to be able to add the V1 to the model collection in this scale. It is also good that this kit is in plastic as this is a lot of modellers preferred medium. I am glad to say that the Bf 109 has not been forgotten either and this will be due very soon from MPM. They will certainly make a neat pair side-by-side in the model cabinet

Recommendation

The very nature of the injection type and the use of etched brass and vac-formed plastic make this a kit which is suitable for, and designed for, the more experienced modeller.

If you have made kits of this type in the past then this one will hold few problems for you. If you have not then I would suggest that you have a go with etched brass and vac-formed canopies before you try to make this type of kit.

My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks

Messerschmitt Me 209V5

Technical Data

Manufacturer: Huma Modell
Scale: 1/72nd **Price:** £14.50
Type: Injection Moulded Plastic
Parts: Plastic; 33, Clear; 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

The Kit

This is another Luftwaffe product from this German company. Many will tell you that Huma kits are full blown injection moulded, others that they are limited-run. Well, as some of their kits have been around for a good few years and the moulding does not show any similarity with other 'limited' products, I for one consider them to be the former.

Construction

This is a simple task as the kit is easy to build and has only a relatively small number of parts. You will find a small sprue of very delicate pieces in this model, so fine that they are better in many respects to anything etched brass could offer.

The cockpit interior is made up of a floor complete with rear bulkhead, seat, control column, rudder pedals, trim wheels and instrument panel. The instrument panel comes with a decal for the dials but do not forget to paint the panel before you apply the decal. A pilot figure is included but I left this out as I intended to have the canopy open and after all it was not very well moulded.

All the remainder of assembly before painting was quite straightforward. The wings however are not a good fit and you will find that there is either a gap above or below, depending on how you site the locating lugs. I opted for one underneath (less visible there at least) and then fared everything in with filler. Although underwing cannon gondolas are included I opted not to fit them.

After the main parts are together and the sanding was completed, the cockpit and undercarriage bays were masked off and an overall coat of grey primer was applied to highlight any problems. Once all that was sorted the overall colour scheme and decals were applied. Once this had dried and the matt varnish coat was on, I applied all the detail parts such as the canopy (which by this time I had opted to leave closed), undercarriage, tailwheel and propeller.

Accuracy

Going by the information in Thomas.H.Hitchcock's 'Messerschmit "O-Nine" Gallery', the Me 209 V5 (A-1) had a span of 35' 11" and a length of 31" 11.5". This model scales out to a span of 36' 3" and a length of approx 32'. This means that the model is slightly too long in span but bang on in length (work out how much .5" is in 1/72nd scale!).

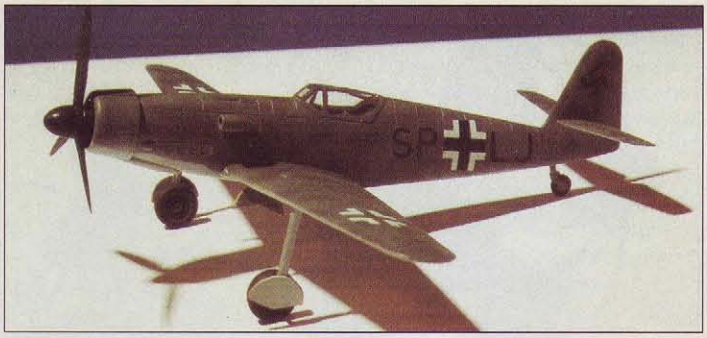
The look and sit of the model captures the original very well.

Colour Options

As this kit depicts the Me 209V5 there can only be one colour option. At the time that this machine was flown by Fritz Wendel in November 1943 it carried the radio call-sign SP+LJ and it was RLM 65 underneath with RLM 74 and 75 on top. The kit instructions show the upper colour as a solid area of RLM 74 over which is mottled RLM 75. Looking at contemporary pictures I suspect that the V5 had RLM 74/75 in a solid splinter pattern on the upper wings and extreme upper fuselage decking. The under surface and fuselage sides were RLM 65 and then a dense mottle of the upper surface colours was applied over it. This mottle seems to have extended right down the fuselage sides to a point parallel with the exhaust stacks.

Having said all that, which may be wrong, I opted to have a go at the kit prescribed colour scheme, as it did appeal to me. I therefore used colours from the AeroMaster range with RLM

65 (9021) underneath and RLM 75 (9026) on top. Over the RLM 75 was applied a 'snake scribble' of RLM 74 (9025). The cockpit interior is RLM 66 (9022) and the undercarriage bays, doors, oleo legs and tail wheel are all RLM 02 (9020). The spinner and propeller are RLM 70 (9023), the wheel hubs are Gloss Black (Revell 7) and the tyres are Tyre Black (Xtracolor X505).



Decals

Huma decals are not too bad although the images are very matt and the carrier film is quite prominent and opaque. I opted to remove as much of the carrier film as I could before applying the decals and once they were securely in position I cut away all the remaining pieces. I used AERO Set and Sol solutions to settle the decals down and there was no adverse effects to either of these solutions. Decals for the swastikas are supplied as funny little square boxes, with the intention that you remove certain sections to make a swastika. This is all due to laws banning the display of the insignia in certain European countries. The thought of all this fuss was too much for me so I replaced them with versions from Xtradecal sheet X036-72.

Decal Rating- 6/10

Conclusion

It is a sound, basic kit. There is certainly scope for improvement and extra detailing, but the basics are all there and the model built straight from the box looks good. The canopy could be replaced as it is a standard Bf 109 late type and the cockpit interior could be detailed with any of the etched sets for the Bf 109G-K series with a little bit of modification.

Recommendation

This is a model that can be made by all skill levels and for that reason it is one I can heartily recommend to all.

My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks

AH-64A Apache Klu

Technical Data

Manufacturer: Revell
Scale: 1/48th
Price: £12.50
Type: Injection Moulded
Kit No: 04436
Parts: Plastic parts;123, clear;10
Decal Options: 1
Distributor: Revell (GB), Binney & Smith, Ampthill Rd, Bedford
Tel: 01234 360201

The Kit

The Royal Netherlands Air Force recently confirmed their order for 30 AH-64D Apache attack helicopters. Before these are delivered the Dutch will receive 12 AH-64A machines for familiarisation and it is this version which is modelled by Revell. The kit itself is the Monogram Apache re-boxed and with a new set of decals. There are no changes to the original kit which is a basic Apache with no Longbow radar, chaff/flare dispensers or I R Jammer, and the armament is confined to a mixture of Hellfire missiles and rockets.

Construction

The raised surface detail is finely moulded as are the cockpit instruments. The rocket pods, Hellfire missile rails,chain-gun, tail rotor assembly, rotor-head and controls are also nicely moulded and the cockpit is complimented by two crew, who give the model a 'human' scale.

The parts separate from the sprue with little trouble but there is some flash to be trimmed before assembly. Similarly, seam lines on one piece parts, like the Hellfire missiles and pilots, must be rubbed down as they are quite noticeable. The cockpit is assembled at an early stage and it is important to get this in the right order, especially if the pilots are to be fitted, but the result is very good. With the rest of the assembly, most parts went together well with a little rubbing down to disguise the joins.

The engine assemblies and fuselage halves were a different matter. The engines are each made up of top and bottom halves and a front end piece with the moulded intake and turbine blades. The join of the top and bottom halves took a lot of work to disguise, and the intake plate proved larger than the hole it was intended to cover and overlapped around the edges. The fuselage halves didn't fit flush all the way round and I settled for the best fit on the top, which still needed much rubbing down, and that left the underside needing filler to avoid sanding it out of shape.

The cockpit transparency is good and clear with interior and exterior raised detail which makes painting easier. The cockpit doors are moulded as separate parts and each can be fixed in the open position to show off the pilots and interior detail. The support struts and the door handles are provided as separate pieces. Other clear parts are lenses for the TADS and PNVS turrets, the anti-collision lights on the wing tips and the cockpit internal screen. Final touches which really finish the model are the hand holds and foot steps in various places around the fuselage.

Accuracy

I could not fault the scale dimensions of the model - height, length, rotor diameter, etc were all correct.

Colour Options

The colour scheme illustrated is an overall Olive Green but no BS or FS numbers are given. The nearest equivalent I can suggest is FS. 34079 which is similar to, if not the same as, that applied to Dutch Army Bo.105s. However, the Dutch have a habit of over spraying areas (including the roundels) with matt black to produce a camouflage pattern.

Decals

The decal sheet is made up of eighty nine individual images and provides a full set of stencilling and four Dutch military roundels. There are no squadron badges, identification numbers or serial numbers. The decal film has a matt finish, is quite thick and oversized in comparison to the printed image. This caused a few problems getting the decal to conform to the curves of the aircraft, the Hellfire missiles in particular, and some silvering inevitably resulted.

Decal Rating : 5/10

Conclusion

This version has the right 'look', builds a fairly robust, nicely detailed model and is not too fiddly to build into a reasonable model - if your not too fussy about the parts fit. It is also good to see the Apache with something other than US Army titles on it.

Recommendation

Compared with all of the 1/48 scale Apache kits on the market, some more detailed than others, this is a 'fair' kit.

My thanks to Revell (GB) for the review sample.

Fred Tooke

Messerschmitt Me 209H/V1

Technical Data

Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin with Vac-Formed Clear Plastic
Parts: Resin; 25, Clear; 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

The Kit

The Me 209 project was initially just a design for a world speed record breaking machine and the V1 captured the record at 469.22 mph on the 26th April 1939. The Me 209H series however bore no resemblance to the earlier series at all and it was intended as a competitor to the Fw 190D and Ta 152. The 209 series gets a little confusing as the V5 and V6 were to have had the DB603 powerplants. This did not happen and although the V5 used a prototype unit, the V6 was adapted for the Jumo 213E. The Me 209 H V1 was another kettle of fish entirely as it was a high altitude fighter incorporating many of the Me 209H systems into the Bf 109H design. Because the selected powerplant, the DB 627, was delayed the DB 603G was used instead. No details exist as to the types use or possible test flights, so its fate is unknown.

Construction

What you basically have with this kit is a Bf 109G series fuselage with a revised cowl and all new wings. The construction of the model is very easy and without castings blocks on the main parts, there is little cleaning up to do before assembly starts. The cockpit interior is basic with floor, seat, control column, instrument panel and armoured headrest. A little additional detailing in this area should pay dividends. Assembly of the airframe is easy and although filler is required at most joints there is very little tidying up to do overall. You have the option of a solid or two-part 'hollow' supercharger intake for the engine cowl and this is a nice touch. The propeller is a one piece casting and will require a little attention to thin down the leading and trailing edge of each blade. The undercarriage is a wide track version quite unlike the usual Bf 109 version and it gives the finished model a far more aggressive 'sit' once built.

With all the major assembly completed the model was masked, primed and sprayed. With all this and the decalling done the model could have the undercarriage and canopy added.

Accuracy

Information on this particular project was obtained from 'Messerschmitt "O-Nine" Gallery' by Thomas. H. Hitchcock. The H V1 had a span of 43' 6" and a length of 32' 5.75". This kit scales out bang on in span at 43' 6" and a little too long at 32' 10". The length does not effect the overall look of the model that much and the completed kit looks every bit a 109.

Colour Options

The instructions with this model give you a scheme of RLM 74 & 75 over RLM 76. For a high altitude fighter this seems a little tame and so I went for the Ta 152 scheme of RLM 82 and 83 over RLM 76. The colours I used were all from the AeroMaster range with RLM 82 (9030) and 83 (9031) on top and RLM 76 (9027) underneath. The fuselage sides feature the usual mottle of the upper surface colours over the lower colours and this extended over the vertical tail and rudder assembly. The undercarriage bays and oleo legs and doors were RLM 02 (Xtracolor X409). The wheel hubs were gloss black (Revell 7) and the tyres were Tyre Black (X505). The radiator intakes and exhaust areas were painted Gunmetal (X506).

Decals

These are produced by Propagteam and are of good quality. The images are very thin and glossy with little excess carrier film visible. As always I would recommend that you apply them straight off the backing sheet onto the model. Do not try and pick them up with tweezers as they easily break. AERO Set and Sol decal solutions were used and they worked well.

Decal Rating- 9/10

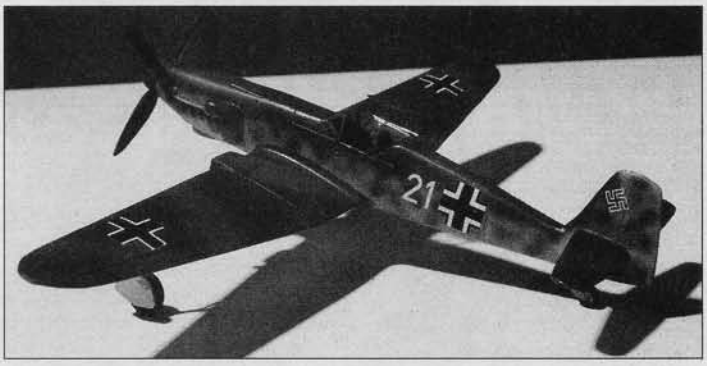
Conclusion

It is always nice to add yet another type to the Bf 109 collection and this version alongside the new HUMA Me 209V5 looks very good. I believe that Toad Resin are going to make a V6 with the JUMO powerplant, so before long you can have all of the Me 209 series.

Recommendation

Recommended to all with experience of resin kits. My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks



Spitfire Mk. IX

Technical Data

Manufacturer: Ventura
Scale: 1/72 **Price:** £12.49
Type: Limited Run Injection Moulded plastic
Parts: Plastic; 26, Clear; 2 (vac), Metal; 1
Decal Options: 3

The Kit

This is a limited run of 500 injection moulded kits from the New Zealand manufacturer Ventura. Being a limited run kit, its sprues are quite thick, and the use of a razor saw is advised when removing the parts in order that they are not damaged. Ventura advise that care be taken with the preparation of parts and this is wholeheartedly endorsed as it will avoid potential problems later on. Two crystal clear vacform canopies are supplied, in case you make a mess of one. White metal parts are limited to the kit's control column and a pair of cannons. Surface detail is delicate and beautifully engraved.

Construction

Cockpit detail is confined to the previously mentioned white metal stick, an instrument panel and a seat. You have to make your own floor and armour plated bulkhead for the seat from plastic sheet. Incidentally, I've made templates for these items which ease the workload during subsequent projects. The exhausts have to be fitted in place before the fuselage halves are joined just in case they fall in. The upper cowling is now an integral part of the fuselage, and not a separate two part item as I've seen in previous Ventura Spitfire kits, and this makes the modeller's life much easier. The later, pointed style rudder is moulded integrally with the port fuselage half, while the original rounded style rudder is provided as a separate part. I wanted to complete the review model as an aircraft with the original rudder, so I removed the integrally moulded rudder before joining the fuselage halves together. The replacement rudder was fitted after the fuselage halves had been joined and proved to be a positive fit.

The wings come with the earlier

style of large cannon blisters to depict the C wing armament. However, the later narrower style blisters are provided as separate parts. It would be a major task, but not impossible, to remove the former and replace them with the latter. Pay particular attention to the flow marks inside the wing parts, as these may interfere with the fit. Dry runs are advisable before you commit yourself to the use of cement. As previously stated preparation is the key to this type of kit. I was very happy with the fit of both upper wings to the one piece lower wing, but a fair amount of filler was needed at the wing root joint. The carburettor air intake is a curious affair with the front portion of the latter, longer air intake already moulded in place, with its rear end coming as a separate item. While the earlier, small intake is also provided separately. Two separate parts would have been much more convenient and neater, as the two part intake needed filler to blend both parts together. Location holes for both the cannons and their stubs will have to be drilled out in the wing leading edges. Dimples are apparent to aid their positioning. The stubs will have to come from your spares box, or be fashioned from stretched sprue.

The radiators are a nice fit, but blanking strips will have to be fashioned to prevent that see through look. A fine mesh is provided to simulate the radiator matrix.

The propeller and spinner assembly comprises of six parts, namely; backplate, spinner and four blades. These items were not used in the review model with items from the spares box being used in their place as the blades were found to be too thick for a scale like appearance. However, they were useable if I'd had the patience to sand them down. The vac formed canopy really is crystal clear, and is an accurate fit. You'll have to drill location holes for the main undercarriage legs, and the fixed tailwheel, while the aerial and the pitot tube will have to be found from amongst your spares box.

Accuracy

The kit's dimensions in both plan and profile outline were found to be spot on when compared to plans drawn by D.H.Cooksey which are featured in "Aircraft Archive Vol. 1, Fighters of World War Two". To emphasise the point, the completed model captures the look and sit of the original perfectly.

Colour options

No less than five colour options are quoted! There are three Mk. IXs in high altitude schemes, two in Medium Sea Grey uppers and PRU Blue undersurfaces, with the third is an overall scheme of a colour quoted as being not unlike Cambridge Blue. The remaining two are Australian Mk. VIIIs which have a retractable tailwheel along with doors. Both are camouflaged with various permutations of the white identification areas. Aeromaster paints were used to prime the model and for the main colours; in this case the simple but attractive high altitude scheme.

Decals

The decals are well printed, and the carrier film is not prominent after application. They also responded well to the use of decal softening solution. The light grey serial for the second Australian scheme, A58-453 will have to come from Ventura sheet V7253. The review model was finished as JL226 "G", "Gaby" of No. 32 Sqn RAF. The high altitude machines all feature Type B roundels.

Decal Rating : 8/10

Conclusion

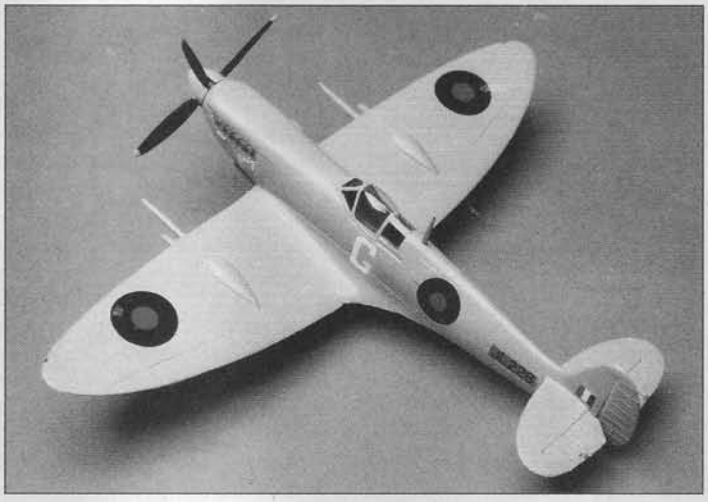
This is an excellent kit capturing the lines of the original. Its not a kit that can be built in an evening, but its not meant to be that in the first place. Patience will have to be exercised during construction, as well as modelling skills.

Recommendation

Definitely recommended for the modeller who already has some experience. Younger modellers should get a bit of practice with easier kits before attempting this one. For my own part, I thoroughly enjoyed building and reviewing this model.

Thanks to Ventura for the review sample.

Robert Humphreys



Spitfire PR Mk. XI

Technical Data
Manufacturer: Ventura
Scale:1/72 **Price:** £12.49
Type: Limited Run Injection Moulded Plastic
Parts: Plastic;26, Clear; 2 (vac), Metal; 1
Decal Options: 3

The Kit

Another of Ventura's limited run of 500 kits of the Spitfire family. This time we are treated to a faithful reproduction of the PR XI, cast entirely in plastic, apart from the white metal control column. Surface detail is engraved and is delicately represented. The clean lines of the unarmed wing are accurately reproduced, and the teardrop shaped bulges on the lower wing, forward of the wheel wells, which housed the fuel pumps for the wing tanks, are moulded in place. The ventral fuselage camera ports are represented as slight hollows in the plastic, but do line up accurately when both fuselage halves are joined together. An often missed feature, included here, is the strengthening belly panelling surrounding these ports. Not depicted in the kit are the wing cameras fitted to some PR XIs, located outboard of the wheel wells. However, if you decide to model such an aircraft, then photos depicting this feature are included in the 12 page instruction booklet, which is a little treasure in itself. As well as building and painting notes there are photos of PR XIs in service with both the RAF and the Danish Air Force and photos of two of the four preserved PR XIs which are known to exist. We are also treated to photos of the cameras themselves as well as a cockpit shot showing how the camera control box replaced the fighter version's gunsight. Ideal for those who enjoy super detailing. Also included are scale plans, as well as drawings of the cameras and their locations, along with other drawings featuring the carburettor air intake, the main wheel legs and the tailwheel. Quite a treasure as I said.

Construction

As I've said before when reviewing Ventura kits, I agree wholeheartedly with their statement that careful preparation is the key to success with a kit such as this. Being a limited run kit, you expect to have to do more than cut a part from the sprue runner and cement it in place. Dry runs before committing yourself to cement are also advised.

Construction begins with the cockpit which is devoid of all detail apart from an instrument panel, seat and stick. Everything else will have to come from your spares box or be built from scrap. Remember to position the exhaust stacks before you join the fuselage halves together. The fuselage already incorporates the cut out for the tailwheel's well, as well as the deepened nose cowling which was a feature of the PR XI.

The wings needed attention to the plastic's flow marks on their insides before they could be joined together. Once this had been attended to, they fitted together like a glove. The wing to fuselage joint was a much more positive affair than the one on Ventura's Mk. IX

which I had built earlier and it therefore needed less filler. The carburettor air intake joint, being moulded in two parts on the nose undersurface, and the leading edge of the lower wing was much better than the one I'd previously encountered on the Mk. IX. Again I substituted a prop and spinner from the spares box as the Ventura blades required thinning down in order to achieve a scale appearance. However, I have used them in other projects, having found the patience on those occasions to rub them down and they were perfectly useable. the tailplanes have to be butt joined together, so fashion a jig for yourself, or use Superglue.

The underwing radiators proved to be a positive fit, but remember to blank their insides off so that you don't see through them! A piece of mesh is supplied to simulate the radiator's matrix. You need to drill a location hole for the tailwheel, and fashion doors from scrap plastic, or used etched brass items from another source. Two sets of mainwheels are provided. One set has the spokes moulded in place, while the other features the wheel hub cover. Mk. XIs were seen with both types fitted, so research your subject before you fit the wheels. The aerial and pitot tube are not included and will have to be found elsewhere.

Two beautifully clear vac formed canopies are included, depicting the correct curved windscreen fitted to this type. If you get your first attempt right then you can pop the other canopy in the spares box. I used mine on a PR XI conversion which I was building alongside the review model as I liked what the decal sheet had to offer, but more of that shortly.

Accuracy

The kit scales out accurately when compared to published plans. A set of scale drawings are featured in that beautiful little instruction booklet provided by Ventura, but I compared them to D.H.Cooksey's plans of the Mk. IX in "Aircraft Archive Vol. 1". After all, apart from detail changes, both types were identical in length and span. More to the point, perhaps, is the fact that the completed model captures the look and sit of the original.

Colour Options

Three colour options are provided for as regards painting details and decals, all in the overall PRU Blue finish. The first is a USAF machine named "High Lady" who flew over Berlin on March 6, 1944 following the 8th A.F.s first large scale daylight raid on the city. A probable serial number, PA950, is offered for this machine. The second offering is a Danish Air Force machine namely 42-453, ex RAF PM13. The last one is a Norwegian machine, PA979, coded A-ZB. Aeromaster primer was used to undercoat the model, with their PRU Blue being used for the overall scheme. By the way, the ventral camera's port was simulated with silver paint.

Decals

Each Norwegian roundel is printed in two parts in order to overcome any potential register problems. The conversion model was finished as the Norwegian aircraft and I was delighted with every aspect of Ventura's decals. They responded well to the use of a decal softening solution. Flushed with my success I applied the Danish roundels to the review model only to be slightly disappointed. Granted that the decals are commendably thin, so much so that the red of the outer roundel is not dense enough and allows the overlap of the white centre to show through. There was nothing for it but to overpaint the red which solved the problem. This small point apart, the decals are excellent.

Decal Rating : 8/10

Conclusion

A delightful kit to build, an added bonus being that it depicts a branch of the Spitfire family which is not often featured.

Recommendation

Definitely recommended for the more experienced modeller. My thanks to Ventura for producing what I'm sure will be a best seller. Grab one before they all go!

Robert Humphreys

Blohm & Voss Bv P 192.01

Technical Data

Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin with Vac-Formed Clear Plastic
Parts: Resin; 35, Clear; 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444

The Kit

This is the first kit to be produced by Planet Models and like all the rest in the series it consists of resin for all the components and a clear vac-formed canopy.

Construction

As all of the main parts are free of moulding blocks etc most of the cleaning up will centre around the smaller parts. These are suspended in a resin wafer and once removed you will have to clean all the seam lines up. This type of casting does result in somewhat 'oval' cross sections to things like the oleo legs and this is one of the reasons why I would have preferred to have all the detail parts in a kit such as this in metal.

Building the kit will take very little time as there are only five parts inside the cockpit and nine parts to make up the entire airframe. Detail parts including the undercarriage and bomb rack make up the remaining seventeen parts. The seam line around the circumference of the propeller unit is quite pronounced and I would advise you to cut off the propeller blades and then smooth the centre. Once this is completed, build up the model and only after most of the major assembly is completed should you reposition the blades.

Little filler was required on the major parts and the only thing you may have a bit of a struggle with are the forward cannards, as these take time and patience to line up correctly. With all the major assembly completed the model was masked, painted and decalled. Once all this was dry the undercarriage bays were painted RLM 02 Grau and then the oleo legs, doors and wheels were added. The centreline bomb rack was also added at this stage and because the resin sway braces were unuseable I opted not to fit the bomb either. There are no axle stubs on either of the main oleo legs and this coupled with the fact that the wheels, if fitted directly to the oleo, will be canted inward, makes for a very odd looking assembly. I simply added some scraps of plastic from my spares box to the inside of each hub. This took the hub boss out by a few millimetres and allowed the wheel to fit far more realistically to the oleo leg.

Accuracy

Information on this particular project is a little scarce and my usual source, 'German Jet Genesis' by David Masters, proved to be of no assistance as there is no entry for this type in it. I cannot therefore comment on this models accuracy.

Colour Options

Here, as with any 'paper' aircraft, you can go to town. The kits instruction sheet does show the machine in RLM 83 over RLM 76 but this was far too tame for me. I started by spraying the entire lower surface and fuselage sides in Halfords acrylic silver. Once dry I painted the upper surface in a combination of AeroMaster RLM 81A (9029) and RLM 82 (9030). These colours wrapped rights around the nose and tail of the machine in a dense mottle and they also came around and under the leading edge of each forward cannard. The effect I feel is quite pleasing and resulted in a very unusual 'snake skin' effect. The cockpit

interior is RLM 66 (Xtracolor X203) and the undercarriage bays, oleo legs and insides of the undercarriage doors are all RLM 02 Grau (X409). The wheel hubs are gloss black (Revell 7) and the tyres are Tyre Black (X505). The propeller blades are RLM 70 (X204) and the exhaust stacks are Gunmetal (X506).

Decals

These are produced by Propagteam and are of good quality with little carrier film. The images are very thin and glossy and I would recommend that you apply them straight off the backing sheet onto the model. Do not try and pick them up with tweezers as they easily break. AERO Set and Micro Sol decal solutions were used and they worked quite well. I must admit that I did change the style of national cross applied to the type as the kit ones are of an earlier style. Mine coming from old Hasegawa sheets in my spares box.

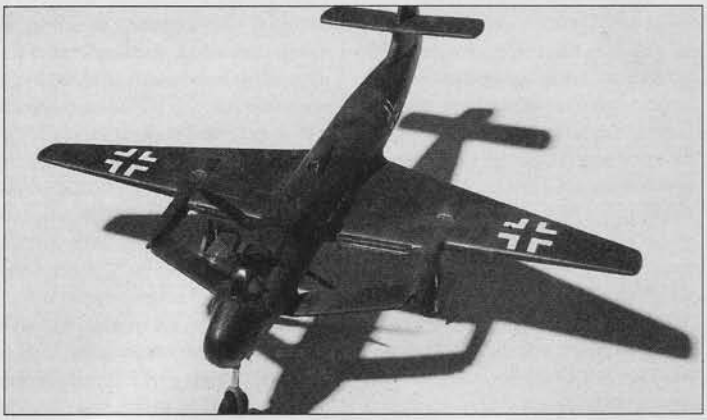
Decal Rating- 9/10

Conclusion

What a lovely looking machine the P 192.01 was. I enjoyed making this model very much indeed and my only disappointment was that due to the solid nature of the main parts, there is nowhere to add weights and the model therefore will not sit on its tricycle undercarriage properly.

Recommendation

If you are a 'Luftwaffe 46' nut and you have worked with resin before then this kit will prove of little trouble to you. At £23.00 it is not a kit that I would have expected to have the problem in regard to the nose weights, a case of badly thought out design I feel.



My thanks to H.G.Hannant Ltd for supplying the review sample.

Richard.A.Franks

THANK YOU

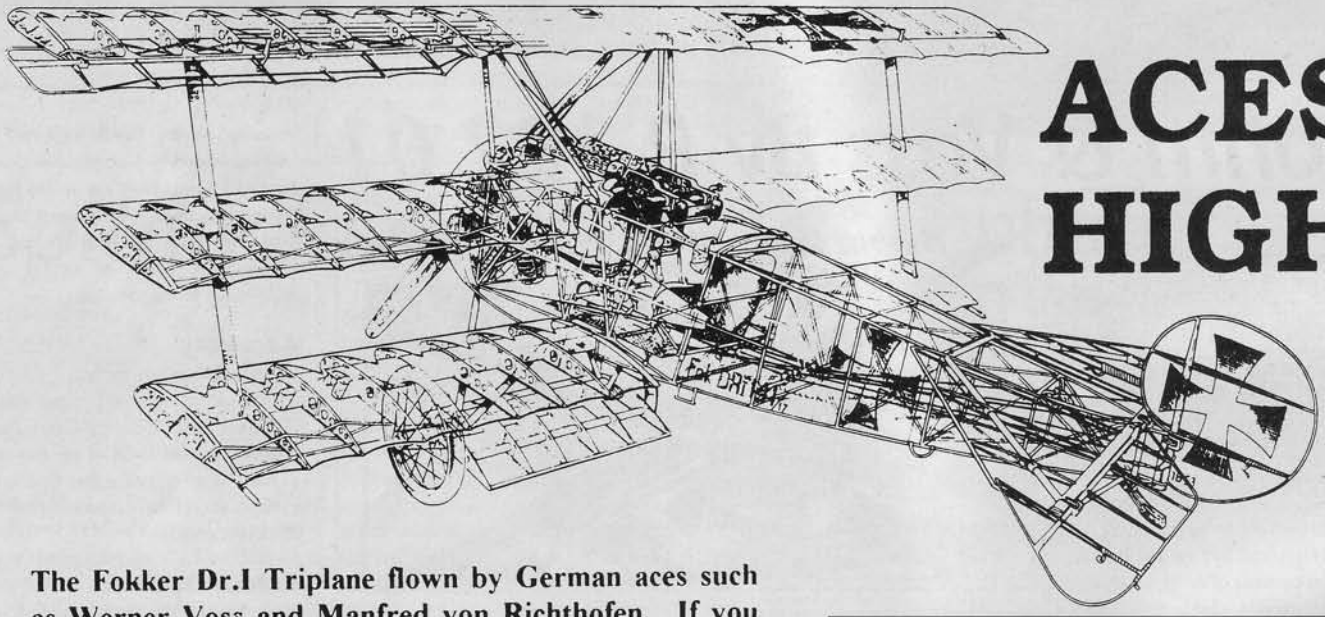
Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.



ACES HIGH

The Fokker Dr.I Triplane flown by German aces such as Werner Voss and Manfred von Richthofen. If you are interested in any aspect of World War One Aviation, join this Society. The annual subscription of £17 ($30 US) includes a high quality Journal.

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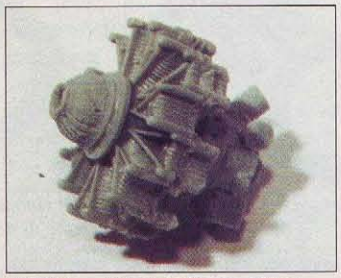
Accessories

Engine Selection from Canada

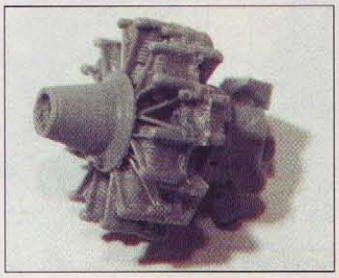
The company of Engines & Things may be familiar to some of you as I last reviewed some of their products in the March 1995 edition (See Vol 1 Iss 3 Page 106). I was therefore very pleased to recently receive a selection of their latest resin engines for review. There are eleven engines in 1/72nd and four in 1/48th and they include both piston and jet types from all nations.

Starting with 1/72nd scale, the first is 72003 and this is a re-engineered version of the immense Pratt & Whitney Wasp Major R-4360. This engine has been modified from its previous issue and is now cast in four separate banks of cylinders with the forward one including the reduction casing and the back one including the supercharger housing. To ease assembly and to ensure correct alignment one of each of the section's cylinder heads are painted black and these should be lined up to create a downward line. This engine, nicknamed the 'corncob' is applicable to types such as the FG-2 Corsair, B-50, B-36, KC-97 and Globemaster to name but a few.



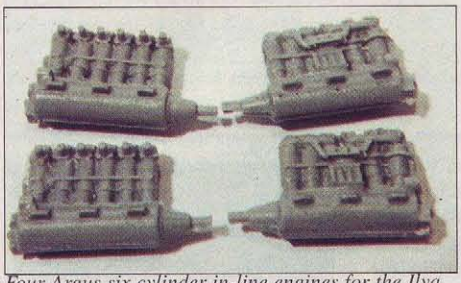
72121 is a K Series Gnome Rhone radial.

Next is 72037 and this is the Gnome Rhone 14N fourteen cylinder radial as fitted to the next engine as it, 72121, is the K Series KIR, KIRS, KIS and KFS fourteen cylinder radial. This engine was fitted to the Bloch 200, Amiot 143, Breguet 521, PZL 24E and IAR 80. As with the previous type this beautifully cast engine includes the holes in the rear casing.

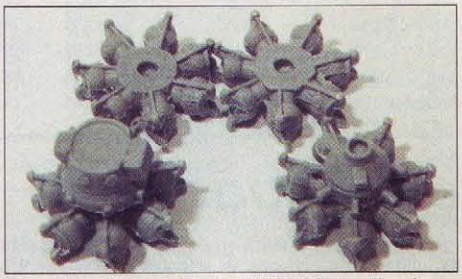


The Gnome Rhone fourteen cylinder 14N is offered in 1/72nd as 72037

With the recent release of a new 1/72nd scale kit of the Ilya Muromets bomber (See Vol 2 Iss 5 Page 264) this next set, 72128, is very opportune as it offers four Argus six cylinder in line engines suitable for the type. These 110hp engines are well cast with all the rocker gear etc visible and all you may want to add are a few ignition leads.

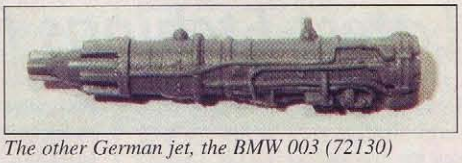


Four Argus six cylinder in-line engines for the Ilya Muromets bomber is offered in 72128



The mighty 'Corncob', the PW R4360 is offered as 72003

The Junkers JUMO 004 jet (72129)



The other German jet, the BMW 003 (72130)

Having done the 004 you will not be surprised to find that 72130 is the BMW 003. Also cast as one unit this engine is applicable to the He 162A, He 280, Horten IX and Blohm & Voss P.211. Both of these early jet engines are well detailed and about all you will have to do is some neat dry brushing to bring all the wiring detail out.

We return to a Gnome Rhone type with the next engine. Numbered 72136 this is a fourteen cylinder type 14M unit as fitted to PZL-24, Bloch 152, 210, 131, 174 & 175T, Farman F-222, Me 323, Potez 62-0, 63-1, Amiot 351/354 and Liore et Oliver 451. The engine is cast as one piece and is beautifully detailed with holes cut in the rear section to allow you to add all the intake tracts.

We stay with a Gnome Rhone type for the next type is a jet and one which is very applicable to my own speciality. The Junkers JUMO 004, number 72129, is a single piece casting including starter cone in the nose and exhaust 'onion'. The type is applicable to the Me 262, Me P.1101, Ar 234, Ju 287, Horten IX (Go.229) and Hs 132. The instructions included with the kit do give guidelines for its use in particular manufacturer's kits as some modification will be required.

Designed to fit the cowls of the Italeri Hs 129B-3 kit, this set of two Gnome Rhone 14M powerplants is offered in set 72136.

The Pratt & Whitney R2800-8/8W.

The Pratt & Whitney R2800-10/10W

The next type is a jet and one which is very applicable to my own speciality. The Junkers JUMO 004, number 72129, is a single piece casting including starter cone in the nose and exhaust 'onion'. The type is applicable to the Me 262, Me P.1101, Ar 234, Ju 287, Horten IX (Go.229) and Hs 132. The instructions included with the kit do give guidelines for its use in particular manufacturer's kits as some modification will be required.

Having done the 004 you will not be surprised to find that 72130 is the BMW 003. Also cast as one unit this engine is applicable to the He 162A, He 280, Horten IX and Blohm & Voss P.211. Both of these early jet engines are well detailed and about all you will have to do is some neat dry brushing to bring all the wiring detail out.

We return to a Gnome Rhone type with the next engine. Numbered 72136 this is a fourteen cylinder type 14M unit as fitted to the Hs 129 and this particular set contains two complete engines which have been designed to fit into the cowls of the new Hs 129B-3 kit produced by Italeri. Note this kit is re-boxed in the UK under the Revell label as well.

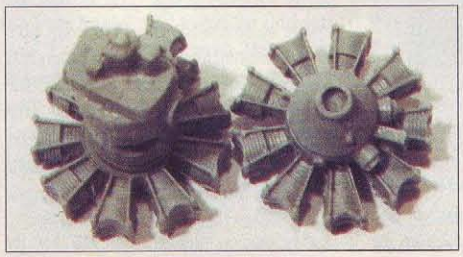
One of the things that Engine & Things does do is a massive selection of Pratt & Whitney R-2800 series types. Four of these are new in 1/72nd and they include the 2800-8/8W which is fitted to the F4U-1, 1C and 1P9W, F4U-2, F3A-1 and Goodyear FG-1. This new version is cast in two sections with a locating tab and hole on each to ensure correct orientation of the cylinders in relation to each other.

Next is the 2800-10/10W and this type was used in the F6F-3, 3E, 3F, 3H, 3N and 3P; F6F-5, 5E, 5N & 5P(W); Curtiss P-60A, XP-60E; Northrop F2T-1(W), P-61, P-61A, XP-61 and YP-61. Once again a two piece casting with alignment lugs is used.

The final R-2800 offering and also the last 1/72nd scale engine in this selection is the R-2800-59W. This type was used in the TSB1-G, XP-47E, P-47C, XP-47L, P-47D-20, 22, 23 and 40. One again the two part casting with alignment lugs is utilised.

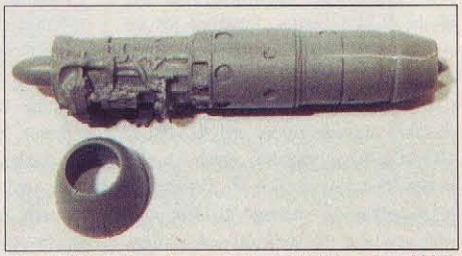
The first offering in 1/48th scale is up-scaled from 1/72nd as it is the Junkers JUMO 004 (48095). This time the engine comes with a separate engine front cowl and is only applicable to the Me 262 and Ar 234 as none of the other types are available in this scale (Note the Hs 132 was made by ARBA in this scale-Ed). The casting on the example I had was a bit non-descript in places and I think that additional plumbing etc will pay dividends in this larger scale. There is also no real depth at the exhaust area and this is a shame.

Next is 48134 and this is a Mitsubishi Kinsei 14 cylinder radial as fitted to the D3A1, E13A1, E16A, G3M1, M2, & M3, A6M8 Model 64 Zero, D4Y3, 3a and 4, D3Y1-K and

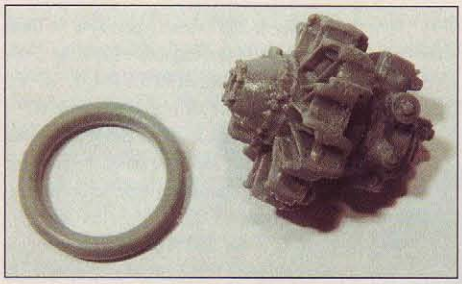


The Pratt & Whitney R2800-18/18W

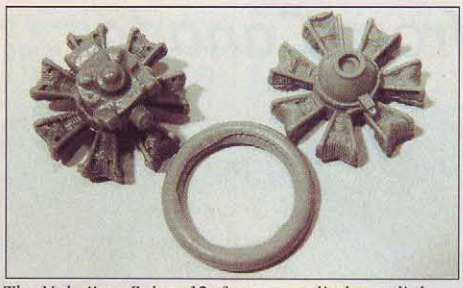
The Pratt & Whitney R2800-59W



The JUMO 004 is also available in 1/48th scale (48095).



The Nakajima Kinsei HA-33 is offered as 48134 in 1/48th



The Nakajima Sakea-12, fourteen cylinder radial comes in set 48139.

The Gnome Rhone 14N is also available in 1/48th scale as 48142

D3Y2-K. The engine is cast as one piece and it comes complete with a separate exhaust collecting ring. All you have to do is add all the individual exhaust pipes to and from it.

Next is 48139 and this is the Nakajima Sakae-12, fourteen cylinder radial. this type was fitted to the A6M-2N (Rufe), B5N2 (Kate), Nakajima A6M2 Model 21 (Zero) and C5M2 (Babs). This is a two part casting for the engine with the separate exhaust collecting ring as was seen in the previous engine.

The final offering in this selection is 48142 and this is the Gnome Rhone 14N, fourteen cylinder radial as offered in 1/72nd scale (72037). The engine itself is a single piece casting and it comes complete with the exhaust collecting ring.

Overall these engine are superb and although the larger scale versions seem to suffer with a bit of flash here and there and some loss of clarity in regard to complex details, they are all far superior to anything you will find in a production kit. Many will say that you only need these if you are intending to open engine cowls etc, wrong! Many older kits suffer with 'blobs' as engines or even worse, nothing at all. Here is the perfect solution and I would recommend all modellers to at least consider these engines when making your next model. For a modest price they will add so much more to your model. If you are a detail nut and you want to open up a few panels then these engines are right up your street and you should send away for a complete listing as soon as possible.

The engines reviewed above are available at the following prices directly from the manufacturer;

72003	$3.75	72037	$1.95
72121	$1.95	72128	$7.95
72129	$3.95	72130	$3.95
72136	$3.95	2800-8	$2.95
2800-10	$2.95	2800-59	$2.95
48095	$8.00	48134	$6.65
48139	$6.65	48142	$6.65

If you want any of these they can be obtained direct from the manufacturer (plus P&P) at:

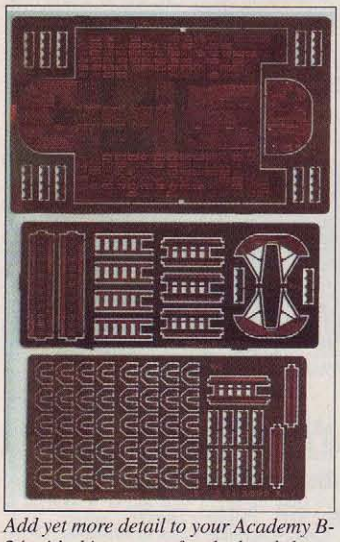
Engines & Things, P.O. Box 48013
St Albert, AB, CANADA T8N 5V9.

Payment should be by money order, bank draft or travellers cheque in US funds and drawn on a US bank. Credit cards are unfortunately not accepted. Alternatively you can contact IW Models of Luton on 01582 34036 for a price list as I believe that they can get these items sent to you directly from Canada.

My thanks to Engines & Things for the review samples.

Latest Etchings from Eduard

Three of the latest etched brass sets from this prolific Czech company have recently made their way to us via Four Plus UK. There is a set in 1/72nd, 1/48th and 1/32nd scales, so that will please most tastes.

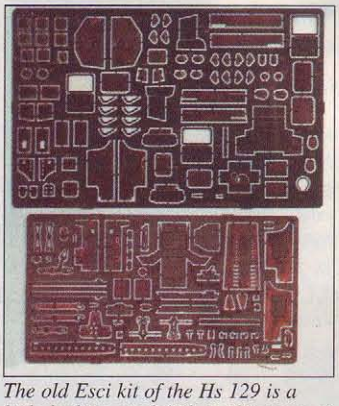


Add yet more detail to your Academy B-24 with this new set for the bomb-bay

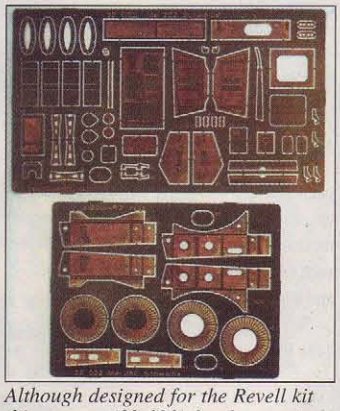
Beginning with the 1/72nd scale set, this is numbered 72-193 and it is the bomb-bay of the B-24 Liberator. Designed for the Academy kit, the set comprises three frets. The first is 11.5cm x 7cm and it contains twelve pieces, the next is 10cm x 5cm and it contains fifty-one pieces and the last is 10.5cm x 4.5cm and this contains twelve pieces. Detailing consists of forward and rear bulkheads, centre dividers and walkways and the vertical bomb carriers. This only accounts for thirty-five of the brass parts and the remaining forty are new fin assemblies for the bombs supplied in the kit (Pt No's 74 & 75). These will result in far better 'scale effect' and after you have spent all that time adding the interior the last thing you want is to add bombs with thick plastic tails.

Next is the 1/48th scale offering and this is numbered 48-166 and it is for the Henschel Hs 129B. Designed for the old Esci kit which is now available under the AMT/Ertl label, the set comprises two frets and an acetate film. The acetate film contains images for six panels. The first etched fret is 10.5cm x 7cm and this contains eighty-nine parts, the second fret is 9.5cm x 5cm and this contains sixty-five parts. Detailing begins with the cockpit interior and here you can add new sidewall detail, rudder pedals, instrument panel and seat. The seat has a set of harnesses and the instrument panel utilises some of the acetate films as well as brass. A new rearview mirror and armoured glass surround for the windscreen are included as well as detail parts for the tailwheel, gunsight, DF loop and cannon barrel. The actuators for the ailerons are included as well as new screens and shutters for the radiators, new interior detail for the undercarriage doors and torque links for each oleo leg. You have the option of opening up the access panels on the airframe. Not a great deal is included for these areas, although the radio is, so you may need to carry out some additional research. A nice touch is the inclusion of the instrument panels on the inboard of each engine nacelle. These are well known areas of the Hs 129 which are usually achieved with raised detail or decals. This set however gives you new etched panels with acetate film to reproduce the individual dial faces. The last area to receive attention in this kit is the profusion of access panels on the upper and lower wings and fuselage. I can see their use if you intend to open them, but to just stick them on top of the existing models surface will, I feel, look wrong.

The final set is numbered 32-023 and it is for the exterior of the Messerschmitt Me 262A. Although it is designed for the Revell kit I suspect that it may be adaptable to the Hasegawa example as well. The set comprises two frets. the first is 12cm x 7cm and it contains fifty-four parts, the second is 6.5cm x 8.5cm and this contains twelve pieces. Detailing the kit consists of opening up the access panel in the rear starboard side of the fuselage and adding a new etched access hatch and radio panel. An etched DF loop replaces the kit part and a new FuG 16ZY antenna and various access panels are also added to the fuselage. The undercarriage bays in the Revell kit are boxed in, which of course the real Me 262's were not. This set therefore includes new interior detail for you to add to this area once you have cut out the moulded wheel wells. New undercarriage doors and oleo compression links are also included as well as detail inserts for the front and rear of each engine unit.



The old Esci kit of the Hs 129 is a little lacking on detail, so this new set (48-166) is well worth considering



Although designed for the Revell kit this new set (32-023) for the exterior of the Me 262 may also be adaptable for use on the Hasegawa model

All of these sets are up to the high standards we expect from Eduard and I can recommend them all. The sets I have featured are available from Four Plus UK and other leading model shops and those sets reviewed above are priced as follows:

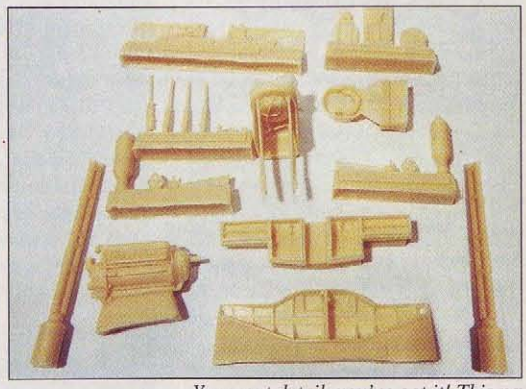
72-193	£7.95	48-166	£5.95
32-023	£5.95		

My thanks to Four Plus UK for the review samples.

New Detail from Art

Having already looked at the excellent F4F Wildcat set from this company a while ago (See Vol 1 Iss 11 Page 616) I am glad to say that we have been recently sent the latest sets from this source by their UK importer, Four Plus UK. Both of the sets are in resin, to 1/48th scale and for American subjects.

Two lovely little Allison V-1710 engines are offered in 1/48th scale in set 48018



You want detail, you've got it! This new set for the Accurate Miniatures A-36A or P-51A kits brings new meaning to the expression SUPER detailing

The first is set 48018 and this offers you a couple of superbly cast Allison V-1710 engine units. Each engine comes with a set of two wiring harnesses which are supplied in etched brass. The engines themselves are well cast with few air bubbles. I did notice a few on the tubing running along the top of the unit, but these can easily be repaired with a strand of PVA glue. The overall detail of each engine is quite impressive and it will look very good once painted and dry-brushed. The only problem I can foresee is removing the casting block from the bottom of each. Because the angle which the sump of the Allison engine follows is not flat, you may get into problems trying to saw the rather substantial bit of scrap resin off. My only word of advice here is take your time and cut the unwanted piece off in stages.

Now although the P-51 series released by Accurate Miniatures have been praised for their quality and detail, you will not be too surprised to find that the next set, number 48004, is a resin and etched brass super detail set for the A-36A or P-51A. The set itself is very much along the lines of the Wildcat offering, although no decals are included in this set. There are twenty-seven resin and ninety-two etched brass pieces as well as an acetate film containing four more items. You know that you will have your work cut out with this set as the instructions come in a little booklet. First of all you build up each machine gun bay for the wings. These consist of a resin main assembly and guns plus brass feed chutes and access doors. The A-36A Apache had dive brakes and these are available in this set as etched brass parts. A neat little resin wheel well insert is also included. The best bit about this kit though is the new front end. Here you cut off the kit's nose and add a new resin assembly which includes the bulkhead and engine bearers. Into this goes one of those lovely little Allison V-1710 engine blocks. A combination of etched frames and acetate clear panels are included for all of you who want the ultimate 'scale' cockpit canopy. The interior is not left out and here you get a new floor, sidewalls, control column and instrument panel. A new rear bulkhead is also included and onto this goes the new etched seat complete with harness. The instrument panel is etched and it comes with an acetate backing film. New sway braces for the underwing pylons on the A-36A are also included as well as details for each bomb. The final item is a set of three rocket tubes for each wing, new oleo leg compression links and tail wheel door retraction arms. Oh, having taken all that time in exposing the engine you will be pleased to hear that this set also includes a complete new set of engine cowls, all in etched brass....very nice!

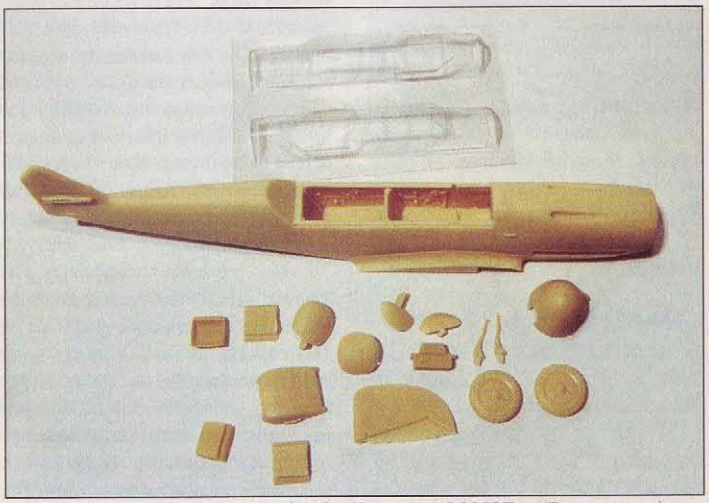
What can you say about either set other than... COR! I am amazed by the total in-depth detailing that the A-36A/P-51A set offers when you consider how we all thought the kit was great to start with. I can thoroughly recommend both of these sets to all you detail fanatics out there and if you want an 'ultimate' A-36A then the detail set is a must. The first set is retailing for £7.95 and the other should be about £21 - £22.

My thanks to Four Plus UK for the review samples.

New Two-Seat Bf 109 from JMGT

Having already had a look at the excellent C714 (See Vol 2 Iss 5 Page 267) and the Potez 631 (See Vol 1 Iss 11 Page 612) kits from this firm I am glad to say that their most recent product has been a conversion set and it has made its way to us.

The Messerschmitt Bf 109 seems to have been all the craze of late in quarter scale, but as to yet no kit of the two-seat G-12 version has arrived. To remedy this JMGT have released a superb resin conversion set applicable to any of the Hasegawa F or G series kits. The conversion comprises fourteen resin, two vac-formed clear and thirty-eight etched steel pieces. The set also comes with a comprehensive decal sheet and instructions which offer schemes for five machines. The conversion is relatively straight-forward, just get your Hasegawa kit and throw away the fuselage! Now add the new single piece resin fuselage and detail with a combination of resin and etched detail parts. Once this is all completed and painted the vac-formed canopies can be added and as there are two you should be able to cut them up to allow you to display the canopies in the open position. The rudder assembly is included as a separate resin piece and there are all the parts necessary to upgrade the Hasegawa kit, namely the fusclage bulges, wing bulges, radiators, spinner and main wheels.



A comprehensive conversion set for the Hasegawa Bf 109F or G to two-seat configuration is offered by JMGT

Having completed the construction of this set you will need a suitable colour scheme and with a combination of the kits decal sheet and the one supplied with this set you can make any of the five options shown on the instruction sheet. All of the options are in a RLM 74/75 over RLM 76 scheme although there are various areas of yellow and white to liven up this otherwise boring colour scheme.

Overall this is a beautiful set and one I am sure many Luftwaffe modellers would love to have. The quality is excellent and the inclusion of so many colour schemes and the decals is just icing on the cake. Having said all this I cannot see that many taking a £17.00 kit and junking half of it to then add a £30.00 conversion set to it. This may just be me but that seems a mighty expensive Bf 109, two-seater or not. Having said my piece however I can recommend this set to all as it is well engineered and beautifully produced. If you buy one I do not think you will be disappointed, even at £29.95.

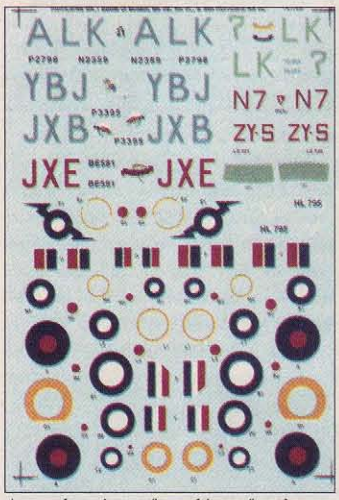
My thanks to JMGT for the review sample. All of the JMGT range are imported into the UK by H.G.Hannant Ltd and the price quoted above is from this source.

Decals

Latest from Superscale

This months selection from Superscale consists of three 1/72nd scale and thirteen 1/48th scale sheets. However before I start looking at them I should clear up an error I made in the April edition (See Vol 2 Iss 4 Page 211) where I said I believed that the company had recently changed ownership. This was an incorrect expression for me to have chosen as the company did reorganise itself some eight years ago when the partnership that had started MicroScale split to form SuperScale and MicroScale. My information was obviously a little fuzzy, not unlike the production team's scanning of the decals in that edition, and I apologise for any problems this may have caused.

I will begin with the 1/72nd scale sheets and these start with sheet 72-728 which is for Hawker Hurricane. There are no fewer than eight schemes on this sheet and they are;



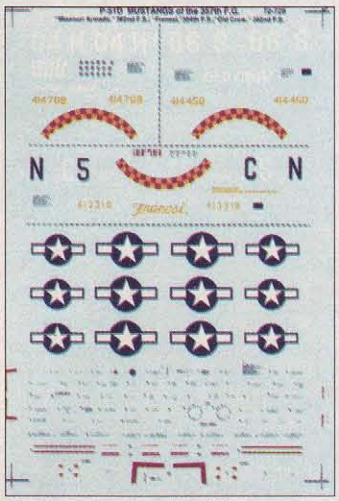
A good variety of markings for the Hawker Hurricane are offered in 1/72nd scale on 72-728

• 1. Mk 1 of 17 Sqn coded YB*J, N2359. This machine is in the 'A' scheme of Dark Earth and Dark Green over Sky and it also has a yellow spinner. This is a very famous machine and it carries a winged Popeye cartoon on the port cockpit side.

• 2. Mk 1 of 87 Sqn flown by Sqn Ldr. I.R.Gleed DFC. This machine is in the 'B' scheme of Dark Earth and Dark Green over Azure Blue with a black spinner. Coded LK*A, P2798 this machine carries the Figaro cartoon which was the personal insignia of Sqn Ldr. Gleed.

• 3. Mk 1 of No 1 Sqn coded JX*B, P3395. This machine is in the 'A' pattern scheme with Dark Earth and dark Green over Sky. The spinner is black with a thin yellow ring around it. Once again this is a famous machine and the pilots insignia of a wasp is depicted on each side of the engine cowling.

• 4. Mk IIc of No. 1 Sqn based at St Andre, France in 1942. This night intruder machine was flown by Flt. Lt. K.M.Kuttlewascher and it is in an 'A' scheme of Dark Green and Medium Sea Grey over black (night) undersurfaces. The spinner is red and the



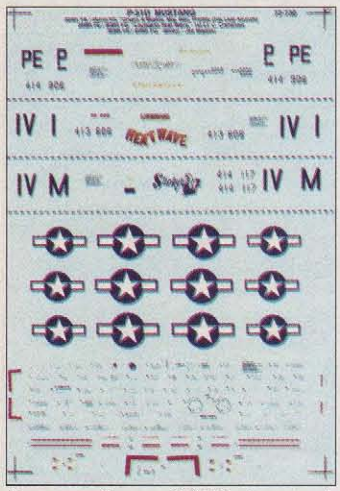
Some more unusual P-51's are depicted on 72-729 as they are finished in RAF colours

rudder is black. The nose art 'Night Reaper' is carried on the lower engine cowl.

• 5. Mk IIc of No. 247 Sqn is 1942. This machine is coded ZY-S, LD936 and it is painted black (Night) overall with no underwing roundels.

• 6. Sea Hurricane IIc of No.835 Sqn, Fleet Air Arm on HMS Nairana in August 1944. This machine is coded 7-N and is painted white overall with a small area of Dark Sea Grey and Dark Ocean Grey on the forward upper decking to act as an anti-dazzle panel.

• 7. Mk IIc of No.87 Sqn in September 1942. This machine is coded LK*? and is painted in an 'A' pattern scheme of Dark Green and Medium Sea Grey with a black undersurface and spinner. The rudder on this machine is a replacement and seems to be painted Medium Sea Grey, Dark Sea Grey and Dark Green.



Some very famous P-51D's in natural metal finish are offered on 72-730

• 8. Mk IIB (Trop) of No.247 Sqn operating in North Africa in 1942. This machine, serial HL795, is painted in an 'A' pattern scheme of Dark Earth and Middle Stone over Sky and the fuselage roundels have a lightning bolt running through them.

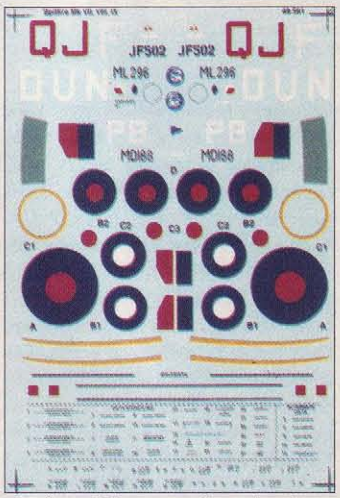
A nice touch is the inclusion of full plans of the 'A' and 'B' pattern camouflage schemes applied to these machines on the back of the instruction sheet.

Next is sheet 72-729 and this is entitled 'P-51D Mustang Aces'. There are three options on this sheet and they are;

• 1. P-51D-10-NA 'Missouri Armada' flown by Maj. John England the C.O of the 362nd FS, 357th FG during December 1944. This machine is coded G4-H and is painted RAF Dark Green over Medium Sea Grey. The spinner is red with a yellow ring and the forward engine cowl is ringed with red and yellow checks.

• 2. P-51D-10-NA 'Old Crow' flown by Capt. Clarence Anderson of the 363rd FS, 357th FG during November 1944. This machine is in the same scheme as option one although it also carries white ID bands on the wings and tailplanes and invasion stripes around the lower surface of the fuselage.

• 3. P-51D-5-NA 'Frenesi' (Free-N-Easy)



The first of three new sheets for the Spitfire in 1/48th scale. 48-561 deals with the Mk VII, VIII and IX

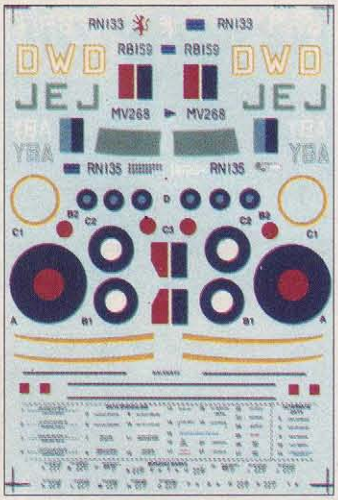
flown by Lt.Col. Tom Hayes the C.O of the 364th FS, 357th FG in November 1944. This machine is also in the same scheme as option one and it also carries all the additional markings of option two although the invasion stripes come up behind the national insignia on the fuselage sides.

This sheet also includes a full set of stencils for one aircraft.

To complement the previous sheet, 72-730 offers you another selection of P-51D Mustang aces. There are another three options on this sheet and they are;

• 1. P-51D-15-NA 'Cripes A' Mighty' flown by Maj. George Preddy the C.O of the 328th FS, 352nd FG in December 1944. This machine is natural metal overall with a red rudder and a Medium Blue (FS 25102) nose and spinner. Invasion stripes are carried on the lower fuselage surface.

• 2. P-51D-5-NA 'Loisiana Heat Wave' flown by Claude Crenshaw of the 369th FS, 359th FG in November 1944. This machine is also natural metal overall with a red rudder. It has a black anti-dazzle panel and the extreme nose and spinner are Medium



The second of this trio for the Spitfire, 48-562 covers aces mounts for the Mk. XIV

Green (FS 14110).

• 3. P-51D-10-NA 'Stinky' flown by Capt. Joe Mejaski of the 369th FS, 359th FG during the Summer of 1944. Once again this is a natural metal machine with a Medium Green nose/spinner and black anti dazzle panel. The lower fuselage also has invasion stripes applied and the upper and lower wings and stabilisers have black ID stripes on them.

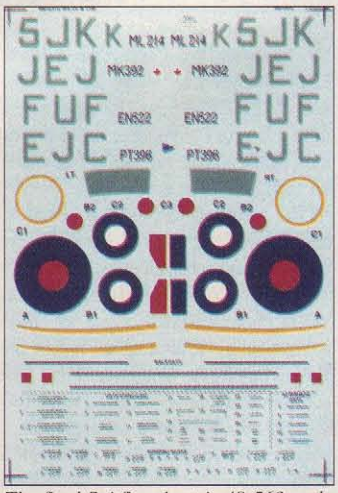
Once again a complete set of stencils for one aircraft is included.

Moving on to 1/48th scale now, the first sheet is 48-556 and it deals with the Grumman F6F Hellcat. There are five schemes on this sheet and they are;

• 1. F6F-3 of VF-2 in a Non Specular Blue and Intermediate Blue over white scheme.

• 2. F6F-5 of VF-7 on board USS Hancock. This machine is Overall Sea Blue with an Intermediate Blue rudder and a white spinner.

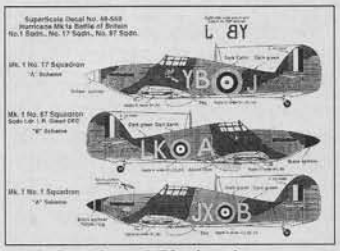
• 3. F6F-5 flown by the Commander of Air



The final Spitfire sheet is 48-563 and this deals with the Mk. IX

group 3. This machine is overall Sea Blue with a white diagonal strip on the tail and a white spinner.

• 4. F6F-5 of VF-9 on USS Lexington in February 1945. This machine is also Sea Blue overall with a diagonal white stripe in



Scaled up from 1/72nd is this selection for the Hurricane (48-559)

the tail. The spinner is Dark Blue

• 5. F6F-5 of an unknown unit. This machine is Sea Blue overall with a Dark Blue spinner and a white triangle with the number 31 in it on the tail.

Stencils for two machines are included on this sheet.

To go along with the previous sheet, 48-557 also deals with the Hellcat. There are three options on this sheet and they are;

• 1. F6F-5N of VMF(N)-534. This machine is Non Specular Blue and Intermediate Blue over white. The spinner is Dark Blue.

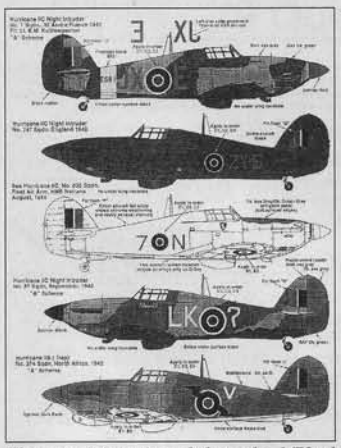
• 2. F6F-3 of Vf-16 on board USS Lexington in December 1943. This machine is in the same scheme as option one although the national insignia has the red border.

F6F-5 on board USS Bennington in July 1943. This machine is Dark Sea Blue overall with a Dark Blue spinner.

Once again stencils for two aircraft are also included.

Another selection of Hellcat markings are offered on sheet 48-558. There are four options on this sheet and they are;

• 1. F6F-3 of VF-1 on USS Yorktown in June 1944. This machine is Non Specular Blue and Intermediate Blue over white with a natural metal spinner.



The remaining aircraft from the 1/72nd scale sheet not scaled up on 48-559 are given on this sheet, 48-560

• 2. F6F-5 of VF-17 on USS Hornet in February 1945. This machine is Dark Sea Blue overall with white checks on the tail and upper port and lower starboard wing tips.

• 3. F6F-3 of VF-51 on USS San Jacinto in July 1944. This machine is in the same scheme as option one.

• 4. F6F-5N of VMF-51 on USS Block Island in March 1945. This aircraft is Dark Sea Blue overall with a Dark Blue spinner.

Once again stencils for two aircraft are also included.

The next two sheets are scaled up from 1/72nd and they deal with the Hawker Hurricane. Sheet 48-559 deals with YB*J of No 17 sqn, LK*A of No 87 Sqn and JX*B of No 1 Sqn. All the markings and comments made on the review of the 1/72nd scale version apply here. The other sheet, number

With the new kit of the Hellcat in 1/48th scale being recently released by Hasegawa it is no surprise to find decal sheets being released too. This is the first of three from Superscale (48-556)

48-560, gives you all the remaining decal options from the 1/72nd scale version. These are JX*E of No 1 Sqn, ZY-S of No 247 Sqn, Sea Hurricane 7*N of 835 Sqn FAA, LK*? of No 87 Sqn and HL795 of No 274 Sqn. All of the colour and marking comments made for the 1/72nd scale sheets apply here.

Next is 48-561 and it deals with the Spitfire VII, VIII and HF.IX. There are three options on this sheet and they are;

• 1. VIII, coded JF502 QJ*F, flown by Flt.Lt. Eddie Edwards of No.92 Sqn, based at Marcianise, Italy in 1944. Edwards was an ace with fifteen kills to his credit and his machine is Dark Earth and Middlestone over Azure Blue with a Sky spinner.

• 2. VII, coded MD188 PB*, flown by Wg.Cmdr. Peter Brothers the CO. of the Culmhead Wing in 1944. This high altitude machine is PR Blue over deep Sky Blue and it carries black and white ID bands around both the fuselage and wings.

• 3. HF.IX, coded ML296 DU*N, flown by Flt. Lt. Otto Smik of No. 312 Sqn based at Lympne in 1944. This pilot had eight kills and his machine was Dark Green and Ocean Grey over Medium Sea Grey with a Sky spinner and a white fuselage band.

This sheet also includes complete stencilling for one machine.

Next is sheet 48-562 and this too deals with Spitfire aces. All the options are for Mk XIV's and there are four options on the sheet which are;

• 1. Mk XIV, coded RN135, YB*A, flown by Sqn.Ldr 'Ginger' Lacey, CO. of 17 Sqn while based at Seletar, Singapore in 1945. This machine is Dark Green and Ocean Grey over Medium Sea Grey with a black spinner and a Sky fuselage band.

• 2. Mk XIVe, coded MV268, JEJ*, flown by Grp. Cpt. 'Jonnie' Johnson the CO of 127 Sqn, 2 TAF based at Soltau, Germany in 1945. This machine is in the same scheme as option 1.

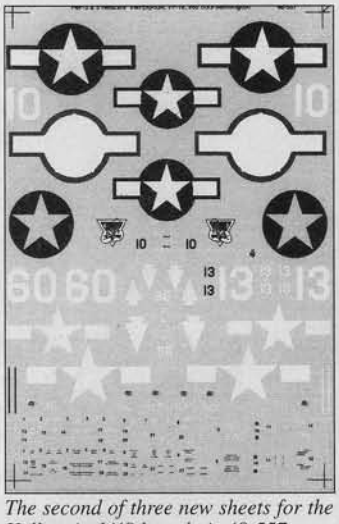
• 3. Mk XIVe, coded RN133, FF*B, flown by Sqn. Ldr. Kenneth Charney the CO of 132 Sqn based at Madura, India in 1945. Once again this machine is in the same scheme as option 1 although its spinner is Sky.

• 4. Mk XIV, coded RB159, DW*D flown by Sqn.Ldr. R.Newbery the CO of 610 Sqn at West Malling in 1944. This machine is in the same scheme as option 3.

Once again this sheet includes complete stencilling for one machine.

The next sheet also deals with the Spitfire although this time it is for aces flying the Mk IX. There are four options on this sheet and they are;

• 1. LF.IX, coded PT396, EJ*C, flown by Wng. Cmdr. 'Jack' Charles RCAF the CO of the Tangmere wing in 1944. This machine is Dark Green and Ocean grey over Medium



The second of three new sheets for the Hellcat in 1/48th scale is 48-557

Sea Grey with a Sky spinner and fuselage band and black and white invasion stripes around the wings and fuselage.

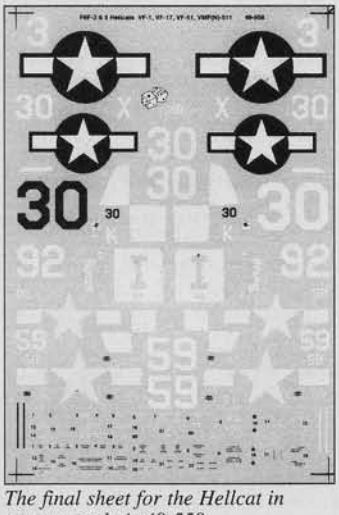
• 2. Mk IXb, coded EN522, FU*F, flown by Sqn. Ldr. John Ratten the CO of 453 Sqn based at Hornchurch in 1943. This machine is in the same scheme as option 1 although no invasion stripes are applied.

• 3. LF.IX, coded ML214, 5J*K, flown by Sqn.Ldr. John Plagis the CO of 126 Sqn at Culmhead in 1944. This machine is in the same scheme as option 1 including the invasion stripes.

• 4. LF.IXb, coded MK392, JE*J, flown by Wg.Cmdr. 'Jonnie' Johnson the CO of 144 Wing based at Ford in 1944. This machine is in the same scheme as option 1.

As with all the other Spitfire sheets this one includes stencilling for one machine.

The next sheet is still for the Spitfire but it is a complete set of invasion stripes. The sheet, number 48-564, offers a complete set



The final sheet for the Hellcat in quarter scale is 48-558

of stripes and they are applicable to most marks of the Spitfire.

We move to the 'other' topic for this month, the Avenger. The first of four sheets for this type is 48-565 and this offers schemes for three machines. The options are;

• 1. TBF-1C of VT-2 on board USS Hornet (CV-12), Air Group 11 (CVG-11) in 1943. This machine is Non-Specular Blue on the extreme upper decking with Intermediate Blue on the rest of the upper surface, wings, tail and fuselage sides and white underneath.

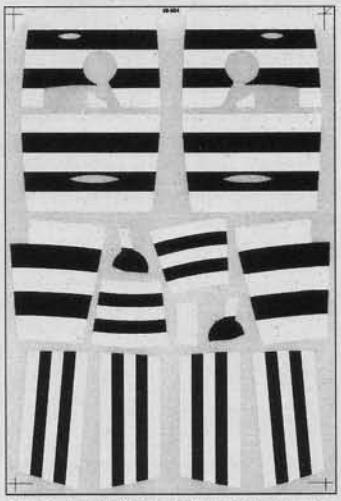
• 2. TBM-1C of VT-7 on USS Hancock (CV-19). This machine is in the same scheme as option 1.

• 3. TBM-3 of VT-85 on USS Shangri La (CV-38) in 1945. This machine is Glossy Sea Blue overall with a white lightning flash on each side of the tail and wing tips.

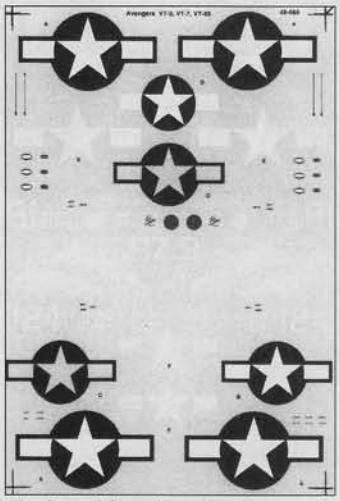
This sheet includes a selection of stencils and propeller badges for one machine.

The next Avenger selection is sheet number 48-566 and this gives you options for another three machines. These are;

• 1. TBM-1C of VC-13 on USS Core (CVE-13) in July 1943. This machine has a Blue Grey upper surface with Light Grey (602) underneath.



If you don't like painting on invasion stripes then you may like to use these decals. Sheet 48-564 is suitable for most marks of Spitfire



The first of four sheets for the Avenger in 1/48th is 48-565 and this offers options for three machines

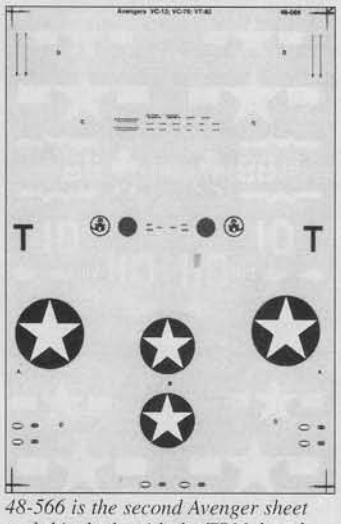
• 2. TBM-3 of VC-94 on USS Shamrock Bay (CVE-84). This machine is Glossy Sea Blue overall with white Shamrocks on the tail.
• 3. TBM-3 of VT-82 on USS Bennington (CV-20) in April 1945. This machine is in the same scheme as option 2.

Once again a selection of stencilling for one machine is included.

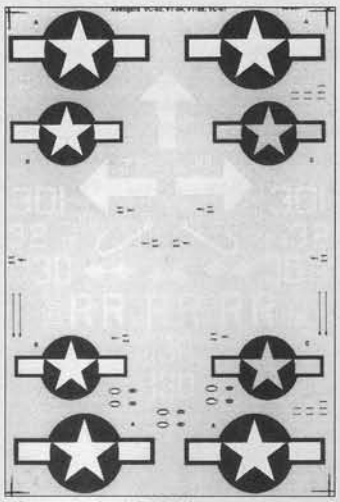
The penultimate Avenger sheet gives you four options for the TBM-3. These options are;
• 1. TBM-3 of VC-97 on USS Massar Strait (CVE-91) in February 1945. This machine is Non-Specular Sea Blue on the extreme upper decking with Intermediate Blue on the rest of the upper decking, wings, tail and fuselage sides and white underneath.
• 2. TBM-3 of VT-88 on USS Yorktown (CV-10) in July 1945. This machine is in the same scheme as option 1.
• 3. TBM-3 of VT-84, USS Bunker Hill (CV-17) in April 1945. This machine is once again in the same scheme as option 1 although it does have the engine cowl ring painted yellow.
• 4. TBM-3 of VC-83 on USS Sargent Bay (CVE-83) in July 1945. This machine is Dark Gull Grey on the extreme top decking with Light Gull Grey on the rest of the fuselage, wings and tail. The under surface is white.

Stencilling for one machine is also included.

The final Avenger sheet is 48-568 and this offers schemes for three machines. These are;
• 1. TBM-1C of VC-76 on USS Petrof Bay (CVE-80) in January 1945. This aircraft is Non-Specular Blue on the extreme upper decking with Intermediate Blue elsewhere



48-566 is the second Avenger sheet and this deals with the TBM-1 and TBM-3 versions



There are four TBM-3 options on sheet 48-567

on the upper surface and fuselage sides. The under surface is white.
• 2. TBM-3 of VT-83 on USS Essex (CV-9) in April 1945. This machine is in the same scheme as option 1.
• 3. TBM-1C of VC-88 on USS Saginaw Bay (CVE-82) in March 1945. This machine is basically similar to option 1 although the entire vertical tail surface is done in non-Specular Blue instead of Intermediate Blue.

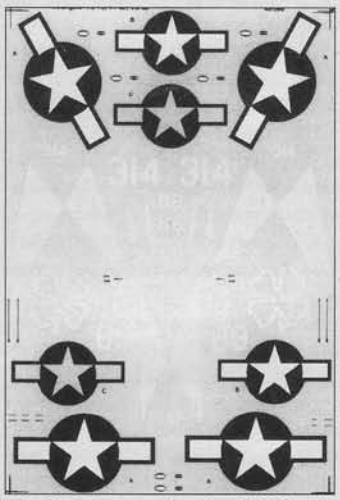
As with all the other Avenger sheets this one includes a selection of stencilling.

Overall this is a comprehensive selection for the Avenger and although there are a vast number of options for Spitfires I think that those offered here give a broad spectrum which should satisfy most.

Each sheet is up to the standards we have all become accustomed to from this manufacturer and at just £4.25 a sheet they offer good value for money.

Overall this is another good selection from Superscale and the new Hellcat sheets will surely prove popular with the excellent new kit of the type from Hasegawa. It is always good to have new markings for the Hurricane and I am sure many will want to do their Mustangs in the RAF colour scheme instead of the usual Olive Drab/Neutral Grey or Natural Metal finish. Each of these sheets are to the quality we have become accustomed to from this manufacturer and they can be recommended to all. About the only thing I would like to see improved are the instructions which need to be expanded somewhat.

The sheets reviewed here are priced at £4.25 each and they were supplied for review by H.G.Hannant Ltd. My thanks to Hannants for the review samples.



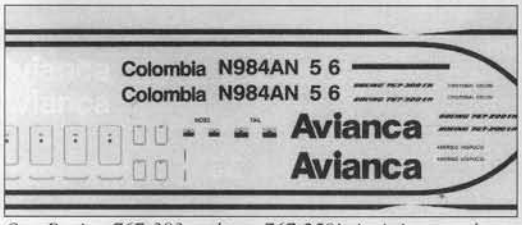
The final Avenger sheet is 48-568 and this has options for machines operated by VC-76, VT-83 and VC-88

Airline Liveries by Aviagraphics

The subject of airliners is not one we touch on much in this magazine although we do review all the new kits we receive. It is therefore nice to receive a selection of the latest decals specifically for airliners from H.G.Hannant Ltd.

All of the sheets are to 1/144th scale and each one offers a full set of decals including the windows etc for one specific machine. The first sheet is number AG4038 and this deals with a World Airways operated DC-10-30 or an MD-11. The 20cm x 4cm decal

Two Avianca operated Boeing B707-359B's are offered on AG4042



One Boeing 767-383 and two 767-259's in Avianca colours are available on AG4043

A colourful alternative for the MD-11 is this LTU scheme offered on AG4039

New markings for a World Airways operated DC-10-30 or MD-11 are offered on AG4038

sheet does include all the specific decals for both machines although you will only have enough to build one as 'common' markings for each are only supplied once. No decals for the windows are included on this sheet.

Next comes sheet AG4039 and this is for a LTU operated MD-11. Once again the decal sheet is 20cm x 4cm and it includes all the markings for D-AERB with additional markings to allow you to change this to D-ABRW, RX or RZ. Once again no window decals are included although access/escape door markings are.

An Avianca operated Boeing 707-359B is the subject of the next sheet, number AG4042. To convert the Airfix kit into this type you will have to carry out some conversion work and although there is mention of this the instructions do not go into much depth so make sure you know your subject before attempting this. The options on this sheet are HK-1402 'Sucre' or HK-1410 'Bolivar'. Access/escape doors and 'crash axe' panels are included on the sheet.

The final offering is another Avianca selection this time the Boeing 767-259 or 767-383. To achieve this 767-200 series from the Revell -300 kit some modification is required and a general narrative description of what is entailed is included on the instructions. The options on this sheet are N984AN (767-383), N985AN 'Cristobal Colon' and N986AN 'Amerigo Vespucio' (both 767-259's). The same additional stencils mentioned on the previous sheet are included on this sheet.

Overall this little selection looks most impressive, the decals are shiny and they have quite large areas of carrier film. This should cause little trouble as most airliners are glossy anyway. Each one of the sheets reviewed above costs £4.95 and they are available from H.G.Hannant Ltd.

My thanks to Hannants for the review samples.

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Third Group 1/48th scale Military Decals @ £4.50
48-007 German & Italian Junkers Ju-87B/R/2/ Trop Stuka: **Yellow C:** "Casar" Ju-87R-2/Trop of 6/StG 2 in RLM 79/80 over RLM65. Flown by LT Hubert Polz at Timin, Linya during August of 1941. **Blue C:** Ju-87R-2/Trop of KG-54 Geschwadr Stab in RKLM70/71/65 with RLM 79 sprayed over the upper and side surfaces. **Whire C:** Ju-87R-2/Trop of 5/StG. **White 237:** Italian Ju-87B-2(Pichiatello) of 239Sq./97 Gr.Aut, B.a.T., 1940.
48-014: North American B-25 Mitchells: "Tallisman":B-25J of the 823rd Bomb Squadron, 38th Bomb Group, Yontan Airstrip, Okinawa, August 1945. **White 6E:** B-25J of the 486th Bomb Squadron, 340th Bomb Group, Corsica 1944.

Third Group 1/72 scale Military Decals @ £4.50
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White 237: Italian Ju-87B-2(Pichiatello) of 239Sq./97 Gr. Aut. B.a.T., 1940.
72-014: North American B-25 Mitchells: "Tallisman": B-25J of the 823rd Bomb Squadron, 38th Bomb Group, Yontain Airstrip, Okinawa, August 1945. **White 6E:** B-25J of the 486th Bomb Squadron, 340th Bomb Group, Corsica 1944.
72-015: Multi National Fiat CR.42 Falco: -Black 70:A Libyan-based Falco, MM4968(?), 70° Sq., mount of Mag. Tito Falconi 23° Gruppo commander, 4° Stormo C.T (Land Fighters), Summer, 1941 **Red 9:** A Fiat CR.42/B, a Falco, MM8488 (?), 387° Sq, 158° Gruppo, 50° Stormo d' Assalto, 1942 **Black AJ:** A rarity, this Falco MM7??? is one of the least swenty newly built Falcos impressed into Luftwaffe service after the Italian Facist collapse of 1943; this one repotedly serving with Nachtschlach-gruppe 9 at Rieti, Italy, early spring of 1944. **White 5:** This Falco (probaly MM4299), one of thirty four examples from either of Fiats first two production batches, served with the II Group, 3° Escadrille "Cocotte Balnche" (white Cygnets) of Belgums Aeronautique Militaire, Spring, 1940. **Black V-203:** Falco reportedly flown by Lt. Marton Szonyi, 1/3 "Coeur Asz" ("Aces of Hearts")Fighter Sqn, Dnerpropetrovsk, Russia, October, 1941.

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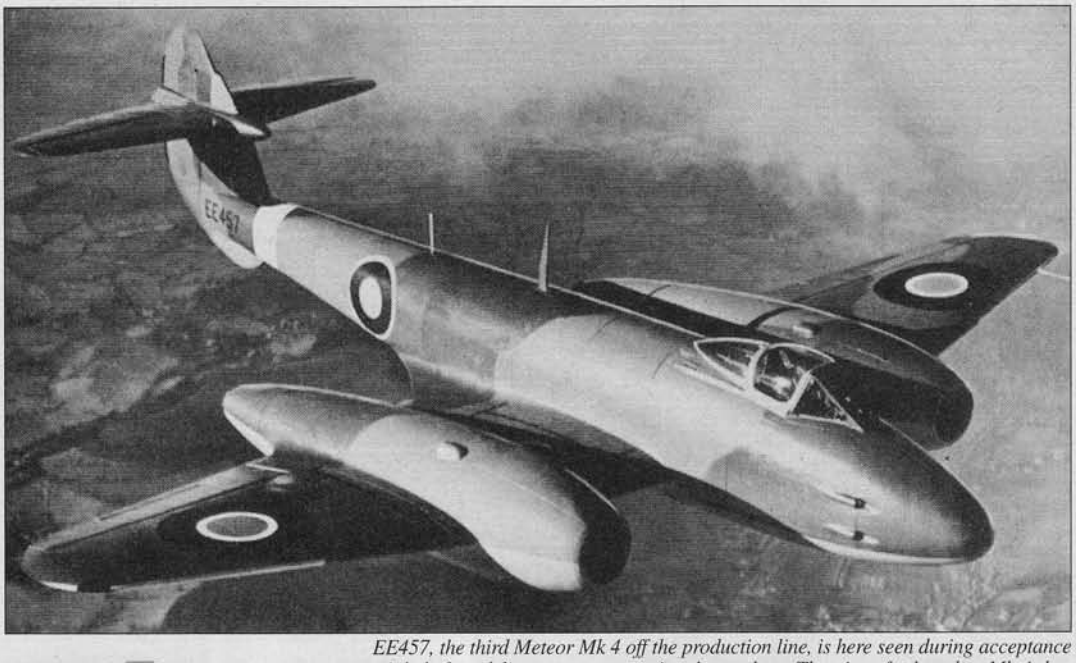


EE457, the third Meteor Mk 4 off the production line, is here seen during acceptance trials before delivery to an operational squadron. The aircraft, though a Mk 4, has been built with Mk 3 style wings with rounded wingtips. Note the immediate post-war style of markings over standard wartime camouflage Photo: Glosters

The Gloster Meteor

Born during the bitter war years, George Carter's elegant Meteor failed to contribute towards the outcome of the Second World War but laid the unmistakable foundations for Fighter Command of the Royal Air Force for the best part of the following decades. It also served as a stepping stone between the last fast-prop fighters and the new jet generation which was taking over world aviation. Richard J. Caruana takes a close look at the early marks of the Gloster Meteor with a promise to come back to the subject in the near future to feature later versions.

If the Meteor lost the chance of an operational career during the closing stages of the last world conflict, it served as a basis for the post-war Royal Air Force (RAF) and aided emerging foreign air forces in building up with modern equipment. The simple but sound layout of the Meteor was invaluable in the rapid development of the revolutionary jet turbine. It is no small credit to Carter's foresight that new or developed versions of jet engines could be very simply installed into the Meteor wings with the least of redesign. It was only when, after a relatively short period of time, engine technology outstripped the Meteor's airframe capabilities that new jet aircraft started to emerge. Still, during its lifetime, the Meteor witnessed an unparalled metamorphosis – from the dimunitive F Mk 1 to the two-seat, long-nosed, radar-equipped NF.14.

Aviation historians with a penchant for German aircraft can lay claim to the Luftwaffe's earlier introduction of combat jet-powered fighters and bombers. However few realise that British development in the gas turbine field was far more cautious, with careful long-term planning. While, during the immediate post-war era many countries capitalised on captured German gas turbine technology with doubtful results, the Meteor soldiered on without hitches for decades.

The Genesis

The maiden flight of Heinkel's He 280 V1 (OL+AS) on April 2, 1941 preceded by some six weeks Gloster's E.28/39 venture into the air. While the former had the full potential of a twin-jet fighter, the latter could only be considered as a flying testbed for the Welland W.1. But by August of 1940, Gloster's chief designer, George Carter, had prepared a detailed layout of an eventual jet fighter. Having inspected Frank Whittle's jet engine company, and seen in detail the stage at which the gas turbine engine had progressed, he recommended the use of two engines in wing pods which could be easily replaced without major structural surgery.

Full warpaint is carried by the Meteors Mk 3 of N° 616 Squadron taken at Lübeck, Germany, just after the war. This unit was the first jet fighter squadron in the RAF and had pioneered jet fighter tactics during the short period it was equipped with Meteors F.Mk.1 Photo: RJ Caruana Archives

The tricycle undercarriage of the E.28/39 had proved to be a happy choice and was retained while Carter suggested the use of high-mounted horizontal tail surfaces, again a choice dictated by the foreseen improvements in engine thrust. In November the Air Ministry issued specification F 9/40 written around Gloster's suggestions for the project. The original call for six 20mm cannon was later cut down to four in order to save weight and not prejudice performance.

Detail design studies continued throughout the following year after Gloster received an order from the Ministry of Aircraft Production for 12 "Gloster Whittle Aeroplanes" (allocated serials DG202 to DG213 as development aircraft) on February 7, 1941. The order specified the intallation of two 1,400 lb (630 kg) thrust Rover W2B turbojets together with the manufacture of jigs and tooling for production at the rate of 80 units per month. By May 1942 the first prototype (DG202/G) was completed but was still awaiting the arrival of its engines. The first Rover W 2B/26 arrived on May 20 and the second on June 9. However these fell short of the specified thrust providing only 1,000 lb (450 kg). They were installed but trials were restricted to taxiing. DG202 left Gloster's works at Bentham for Newmarket Heath on July 3, 1942. A week later taxiing trials commenced and, on the second high speed run, a short hop was achieved.

Improving Thrust

It was evident that F 9/40 could not fly with the Rover engines. The supply of Rover W 2/500s (which were to offer 1,500 lb (675 kg) thrust was severely delayed and the alternative was the De Havilland (DH) Halford H.1 initially rated around 1,600 lb (720 kg) but with a potential of 2,300 lb (1,045 kg). Two of these engines were installed in the fifth prototype, DG206/G, which was given priority on the production schedule to enable flight testing to start. For this purpose it was redesignated F.9/40H. The DH Halford H.1 had a wider cross-section (15 inches – 38 cm) thus requiring wider nacelles. The wider centre section resulted in a longer span than that of DG202. By the end of 1942, DG206/G was completed and the engines were in place in January.

Gloster Meteor F Mk 3

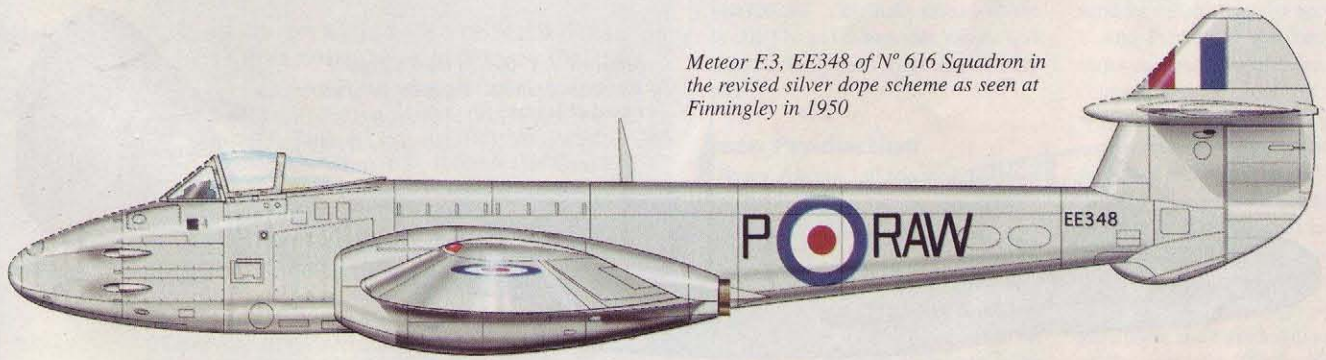
Scale: 1/72

Meteor F.3, EE253 of Nº 257 Squadron, Horsham St Faith, 1948

Meteor F.3, EE318, of Nº 74 Squadron, Colerne, June 1945

Meteor F.3, EE386 of Nº 616 Squadron, Lübeck, 1948

Meteor F.3, EE348 of Nº 616 Squadron in the revised silver dope scheme as seen at Finningley in 1950



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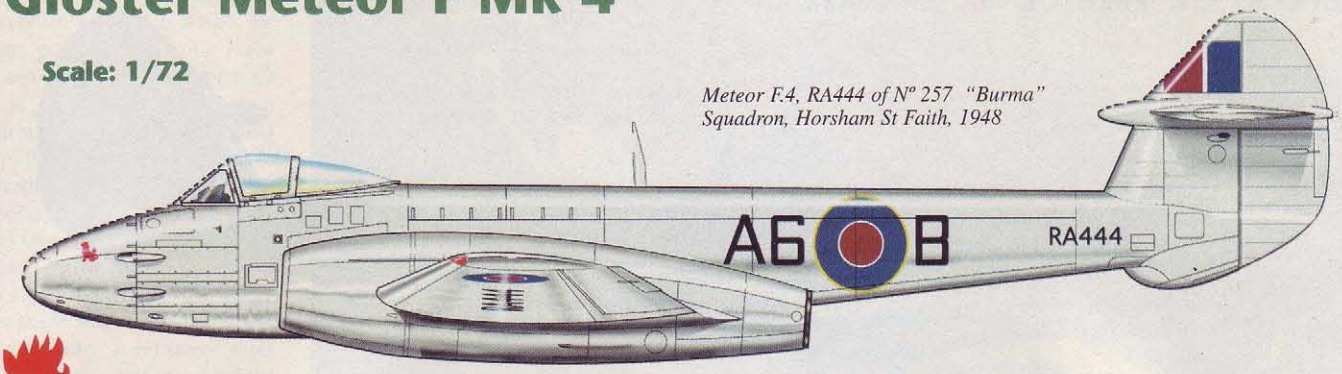
Meteor F.3, EE420 of Nº 500 Squadron, West Malling, 1948

Gloster Meteor F Mk 4

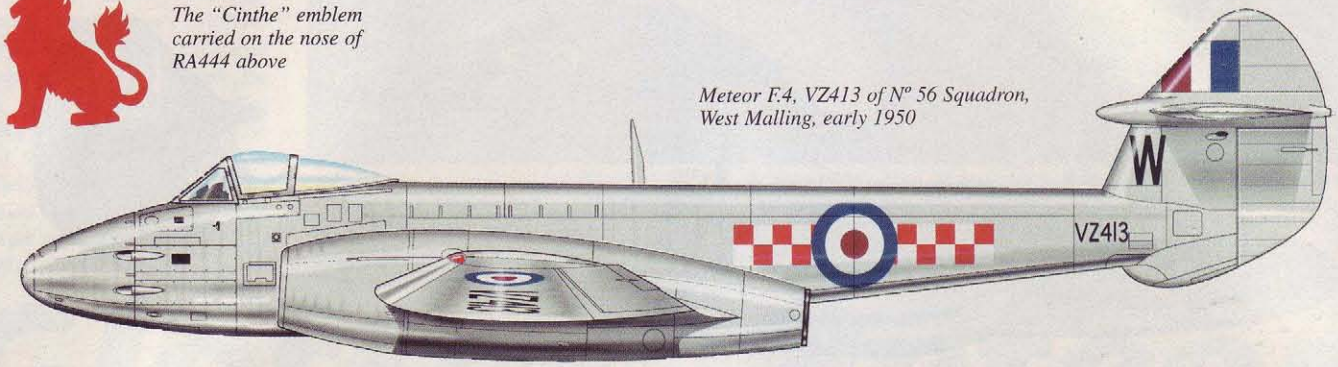
Scale: 1/72

Meteor F.4, RA444 of Nº 257 "Burma" Squadron, Horsham St Faith, 1948

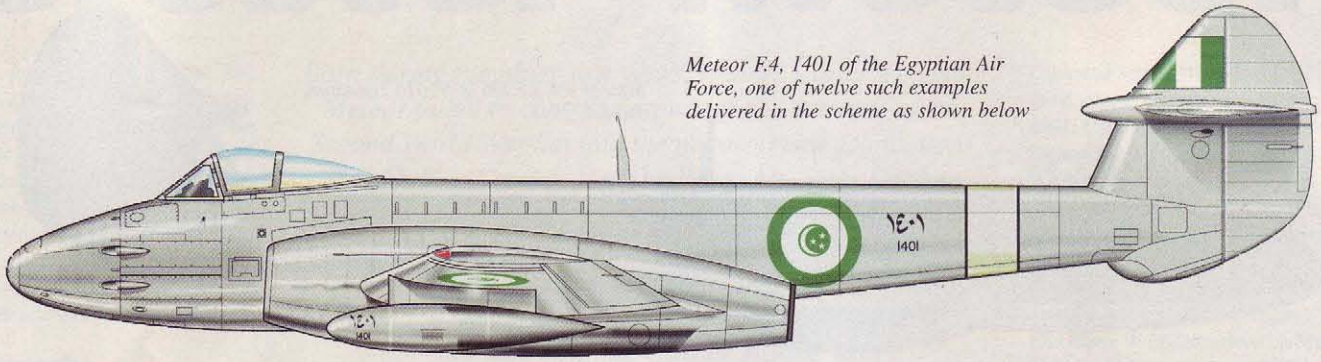


The "Cinthe" emblem carried on the nose of RA444 above

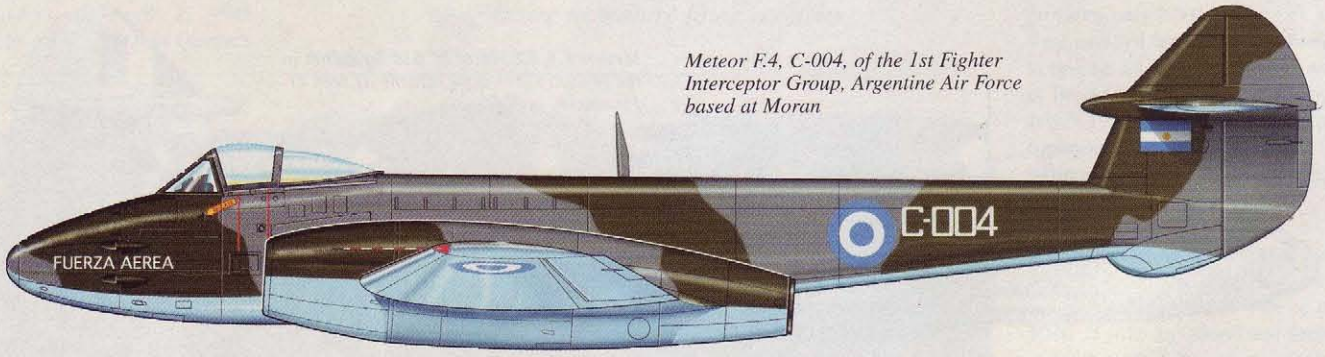
Meteor F.4, VZ413 of Nº 56 Squadron, West Malling, early 1950



Meteor F.4, 1401 of the Egyptian Air Force, one of twelve such examples delivered in the scheme as shown below



Meteor F.4, C-004, of the 1st Fighter Interceptor Group, Argentine Air Force based at Moran



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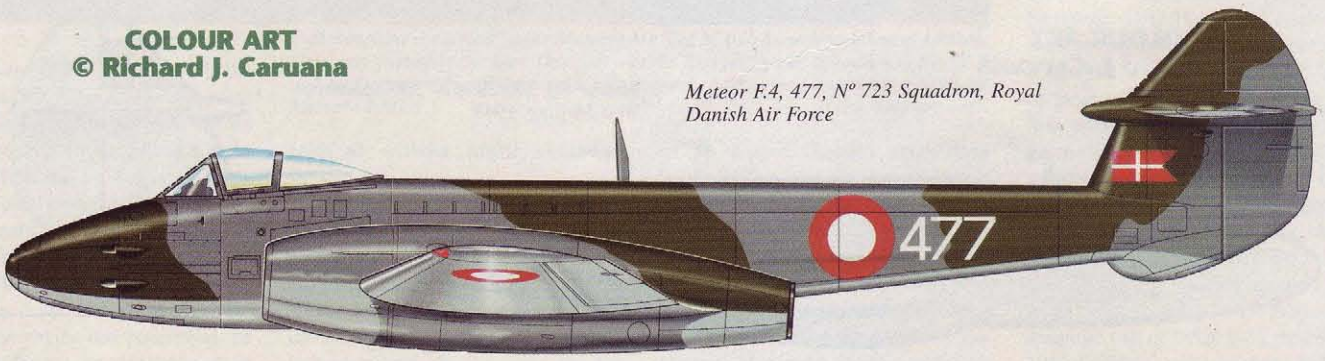
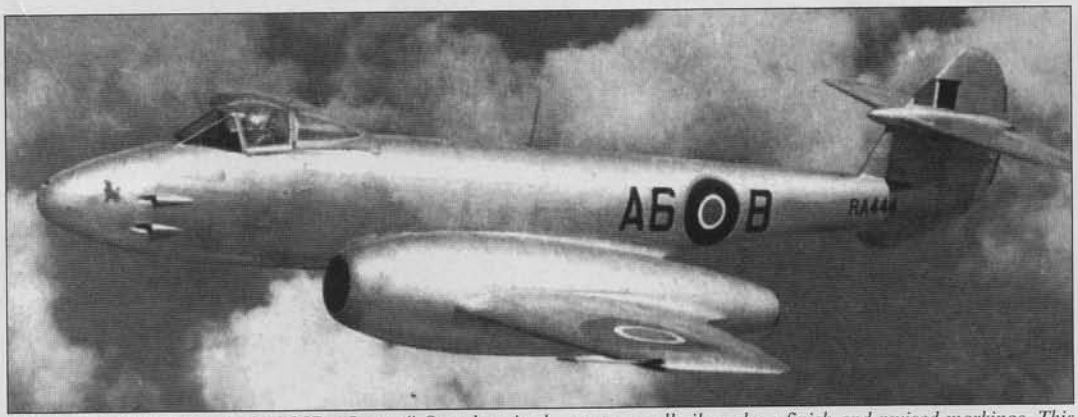
Meteor F.4, 477, Nº 723 Squadron, Royal Danish Air Force





RA444, a Meteor F Mk 4 of Nº 257 "Burma" Squadron in the post-war all-silver dope finish and revised markings. This aircraft is the subject of one of the colour art profiles

Photo: RJ Caruana Archives

Following extensive ground testing at Bentham, it was dismantled and transported to Cranwell. More ground running and taxiing trials were conducted before the first flight was performed on 5 March, 1943, with Gloster's Chief Test Pilot, Michael Daunt, at the controls.

The first flight proved uneventful and the new aircraft handled beautifully. It was felt that the aircraft had to be moved for security reasons, though the site had to be somewhere close enough to Gloster's main works. Originally Morton Valance was chosen but expansion works on that aerodrome meant that Barford St John in Oxfordshire had to be used as an alternative, where DG202 and DG205 were sent to be later joined by DG206 which arrived from Newmarket Heath by air, thus performing the Meteor's first cross-country flight.

The Meteor Prototypes

Of the originally planned 12 prototypes only eight were eventually built. These were:

• **DG202/G** Already mentioned in some detail above. It was later fitted with Rover W.2B/23 engines and made its first flight on July 24, 1943. It became an instructional airframe as 578H and is now preserved at the RAF Museum in Hendon.

• **DG203/G** Originally fitted and tested with 1,640 lb (738 kg) thrust Power Jets W.2/500s, it was later re-engined with 2,000 lb (900 kg) thrust W 2/700s. Became instructional airframe 5938M.

• **DG204/G** Reserved to flight test the Metropolitan-Vickers axial flow turbo-jet engines. It was first fitted with 1,900 lb (860 kg) thrust F 2s and made its first flight on September 13, 1943. It was later re-engined with 2,000 lb (900 kg) F 3/1s. These engines were of a relatively narrow cross-section and instead of being mid-mounted as was usual practice they were underslung under the wings.

• **DG205/G** Originally fitted with Rover W.2Bs. Later it was fitted with Rolls-Royce W 2B/23s of 1,600 lb (720 kg) thrust and kept by this company for further engine trials.

• **DG206/G** The first to fly and already described in detail above.

• **DG207/G** Originally fitted with the W 2B/37s and a pressure cabin. Was used for flat-sided rudder and airbrake test.

Into Production

Gloster Aircraft Ltd received an initial production order for 20 machines in September 1940. Originally named "Thunderbolt", F Mk 1 production was going smoothly and at a good pace. However, in March 1942 the name was changed to "Meteor" to avoid confusion with the Republic P-47 to which the name "Thunderbolt" had also been assigned. EE210 to EE229 were earmarked for the 1,700 lb (765 kg) Rolls Royce W 2B/23 as fitted to prototype DG205, and named Welland Is. The first F Mk 1 EE210, flew on January 12, 1944 with Michael Daunt at the controls. It was dispatched to America in February in exchange for a Bell YP-59A Airacomet, the first example of which had flown on October 2, 1942. This Airacomet was tested alongside the Meteor at Moreton Valance for some months. Of the remaining nineteen Meteors in the pre-production batch, the RAF received EE213 to EE22 and EE224 to EE229, while some of the others were assigned for further trials; EE211/G had long chord nacelles, EE212/G had revised tail surfaces, EE215/G had re-heat on the Wellands, EE219 was fitted with auxiliary finlets on the tailplane, EE221/G had W 2/700 engines, EE224 was converted to twin-seat configuration and EE227 was fitted with Trent turbo-props.

The Meteor Airframe

No innovative construction techniques were attempted in constructing the Meteor, to keep the airframe as simple as possible. It was designed in such a way that it could be built in small sections in as many dispersed factories as possible. This also made it easily dismantled, transported, repaired or salvaged for spares. Since the construction of the Meteor remained fairly unaltered throughout its career the following description serves most versions unless otherwise specified.

The Fuselage: was built in three major sections. The first was the nose, comprising the cockpit section, armament and nosewheel gear. This section was formed out of two vertical webs and three bulkheads. The front bulkhead carried the nosewheel mount and hydraulics and served as the front wall of the cockpit pressure cabin (when installed). The rear bulkhead formed the rear wall and seat attachment and extended to just in front of the main spar. The cockpit canopy was originally in three parts, fixed forward front and rear sections with an opening middle section which on the F.Mk 1 was hinged to starboard. On the Mk 3 the centre section was made to slide aft and on later versions the canopy was formed in two parts, the front fixed windscreen and a teardrop rear sliding section.

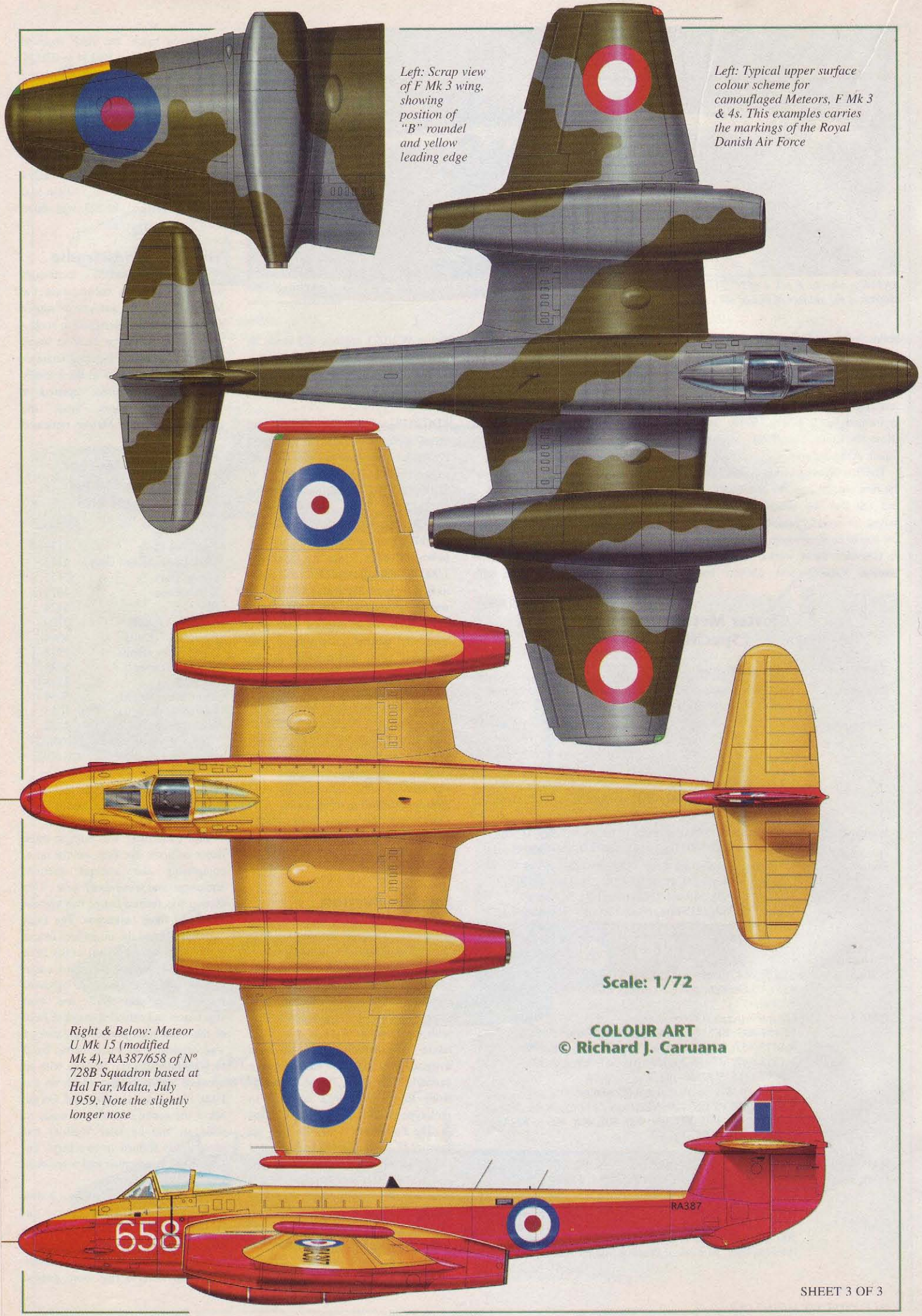
Armament consisted of two 20mm Hispano cannons on each side of the cockpit with the ammunition tanks to the rear. Extensive panelling in this area helped accessibility to guns and ammo bays with extreme ease from ground

Gloster Meteor F Mk 3/4 Specification

Type:	Single-seat fighter
Engine:	Two Rolls Royce Derwent Mk.1 of 2,000lb (970kg) thrust (F.3) or Derwent Mk.5 of 3,500lb (1587kg) thrust (F.4)
Dimensions:	F.3: Wing span – 43'0" (13.11m),Length – 41'3" (12.57m), Height: 13'0" (3.96m), Wing Area – 374sq.ft (34.75m2); F.4: Wingspan – 37'2" (11.33m), Length – 41'0" (12.5m), Height – 13'0" (3.96m), Wing Area – 350sqft (32.51m2); F.3 & F.4: Wheelbase – 13'4" (4.06m); Wheeltrack – 10'5" (3.18m); Dihedral – Inner wing section: +0° 512.5', Outer wing section: +6°
Weights:	Empty:8,810lb (3995kg) (F.3); 10,050lb (4285kg) (F.4); loaded: 13,300lb (6031kg) (F.3), 15,000lb (6800kg) (f.4)
Performance:	Maximum speed at sea level: 458mph (736km/h) (F.3), 585mph (940km/h) (F.4); at 30,000ft (9144m): 493mph (793km/h) (F.3), 540mph (868km/h (F.4); Maximum Range: 1340mls (2154km) (F.3), 1000mls (1608km) F.4); Service Ceiling: 44,000ft (13411m) (F.3), 49,000ft (14900m) (F.4)
Production:	
F Mk 3	EE230-254; EE269-318; EE331-369; EE384-429; EE444-453 (All Derwent-powered except EE230-244 which had Wellands)
F Mk 4	Gloster Aircraft (Glostershire): EE454-493; EE517-554; EE568-599; RA365-398; RA413-457; RA473-493; VT102-150; VT-168-199; VT213-247; VT256-294; VT303-347; VW255-304; VW308-315, VW780-791. Armstrong Whitworth Aircraft (Coventry): VZ386-419; VZ427-429; VZ436, VZ437 (VZ387, 388, 390, 393-399, 400, 402, 408, 409 to RNAF; VZ420-426 to REgAF)
RAF UNITS EQUIPPED WITH METEOR	
F Mk 3	1, 56, 63, 66, 74, 91, 92, 124, 222, 234, 245, 257, 263, 266, 500, 616, 226 OTU, Empire Test Pilots School, Fighter Interceptor Unit
F Mk 4	1, 19, 41, 43, 56, 63, 66, 74, 92, 222, 245, 257, 263, 266, 500, 504, 600, 610, 611, 615, 616, 226 OTU, Empire Test Pilots School, Armament Practice Station Acklington.

Gloster Meteor FS.595 Colour Equivalents

Colour	*FS.595a*
Dark Sea Grey	6173
Dark Grey (Mixed Grey)	6173
Ocean Grey	6152
Dark Green	4079
Sky	4424
Ident Red (Dull)	0109
Ident Blue (Dull)	5044
Ident White (Dull)	7778
Yellow (Trainer)	3538
Aluminium	7178
Ident Blue (Bright)	5056
Ident Red (Bright)	1055
Ident White (Bright)	7722
Grey-Green (Interior)	4226/4227



Left: Scrap view of F Mk 3 wing, showing position of "B" roundel and yellow leading edge

Left: Typical upper surface colour scheme for camouflaged Meteors, F Mk 3 & 4s. This examples carries the markings of the Royal Danish Air Force

Scale: 1/72

Right & Below: Meteor U Mk 15 (modified Mk 4), RA387/658 of N° 728B Squadron based at Hal Far, Malta, July 1959. Note the slightly longer nose

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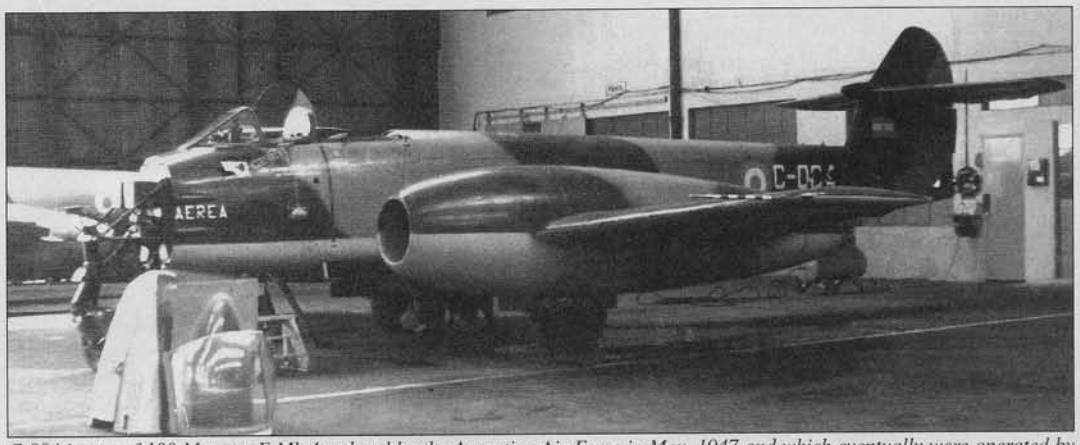


C-004 is one of 100 Meteors F Mk 4 ordered by the Argentine Air Force in May, 1947 and which eventually were operated by the VII Brigada Aerea. Most of these aircraft came from production machines originally earmarked for the RAF

Photo: RJ Caruana Archives

level. The whole front section was joined to the centre fuselage section through four longeron bolts. The centre section housed the 300 gallon (1364l) tank and carried the wing centre section, the front and rear spar bulkheads which formed the fore and aft undercarriage bay walls. The wing section housed the main landing gear, the engines, flaps and air brakes. The top of the fuselage consisted of quickly detachable doors to give access to the main fuel tanks.

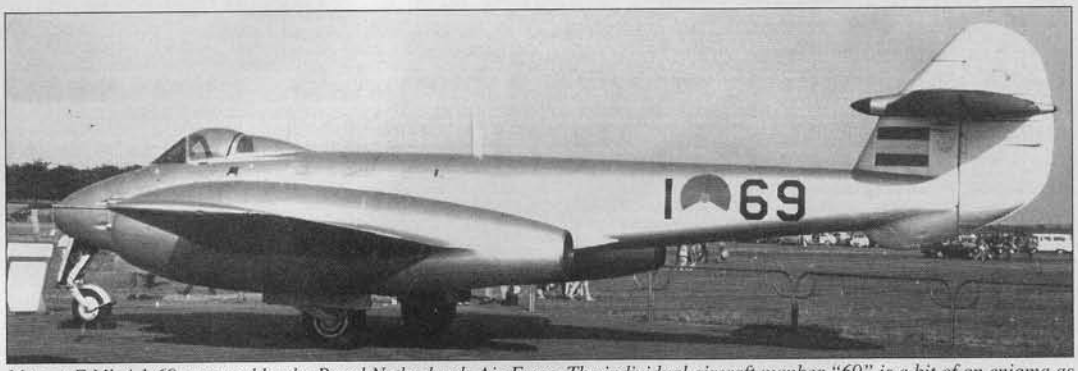
The rear fuselage was a semi monocoque construction with hoop pressed light alloy frames and rolled stringers. The last two frames formed the basis of the lower fin to which the tailplane and top fin construction could be attached.

The Wings: The main (centre-section) of the wing (an integral part of the centre fuselage section) was built on two spars spaced by six major ribs interspaced with lighter ribs and stress-skinned. Two main frames attached to the spars formed the engine mount. The rear spar was deepened at this section to take the engine tail pipe and the engine nacelle was built in such a way that the section between the spars and the intake lips could be completely detached giving excellent access to the engine. The main undercarriage legs and retracting gear were housed inboard of the nacelles between the spars. Perforated airbrakes were fitted on both upper and lower surfaces hinged to the rear spar. The outer wing sections were of similar construction to the centre section and were joined at the two main spars. The wing tips were detachable.

Of all-metal stressed skin construction, the top tail unit had a split rudder, the upper and lower halves being joined internally by a tubular spar. The elevators were similarly joined and all tail control surfaces had trim tabs.

The Undercarriage: Dowty lever suspension units had proved themselves excellent on the E.28/39 being strong yet compact in the retracted position. The steerable nosewheel had a visual lock down indicator in the form of a red rod which protuded in front of the windscreen apart from the normal electrical cockpit indicators. No such visual means were provided for the main gear as this was clearly visible from the cockpit once it was fully extended. All three wheels were fitted with mud guards.

Fuel Tanks: all fuel was housed inside the two-cell fuselage self-sealing tank in the fuselage just aft of the cockpit rear bulkhead. No provision for internal wing tanks was ever made, but on later marks (Mk 4 onwards) underwing and underfuselage tanks were introduced. The 'belly' tank became a standard fit and very characteristic of the Meteor family.



Meteor F Mk 4 1-69 operated by the Royal Netherlands Air Force. The individual aircraft number "69" is a bit of an enigma as only 60 aircraft of this type (coded 1-01 to 1-60) are known to have been in service with this air arm

Photo: RJ Caruana Archive

Armament: consisted of four Hispano 20 mm cannon (Mark number varied slightly between Meteor versions) these being cocked by compressed air originally from two ground-charged bottles (which also operated the main wheel brakes). From the Mk 4 onwards this air system was changed to a Heywood compressor which kept the air bottles continuously charged while the engines were running. Shell cases and links were ejected through holes in the underfuselage skin. A gun camera (cine) was a standard fit in the front nose section, thus the characteristic hole in the Meteor's nose.

Other Details: Cabin pressure was supplied via the engine's compressor casings, joined with a non-return valve and then through a single pipe to the cockpit. A control valve on the last part of the pipe bled the air flow up to 7,000 ft (2134m) and then progressively closed the air bleed up to the full cabin 3 lb per sq in differential at 24,000 ft (7315m).

A technical fault which dogged the earlier Meteors was the amount of dead weight which had to be carried in the nose and engine nacelle fronts in the form of ballast (modellers take heart!) since the elimination of the third pair of cannon on the early design created centre of gravity problems. On the Meteor F Mk 4 more than 1,000 (450 kgs) of lead had to be carried! The problem persisted until a 30 in (cm) extension was fitted to the front fuselage to house a second seat in the T Mk 7. So successful was the operation that it led to the extended front fuselage of the F Mk 8. which finally cured the problem.

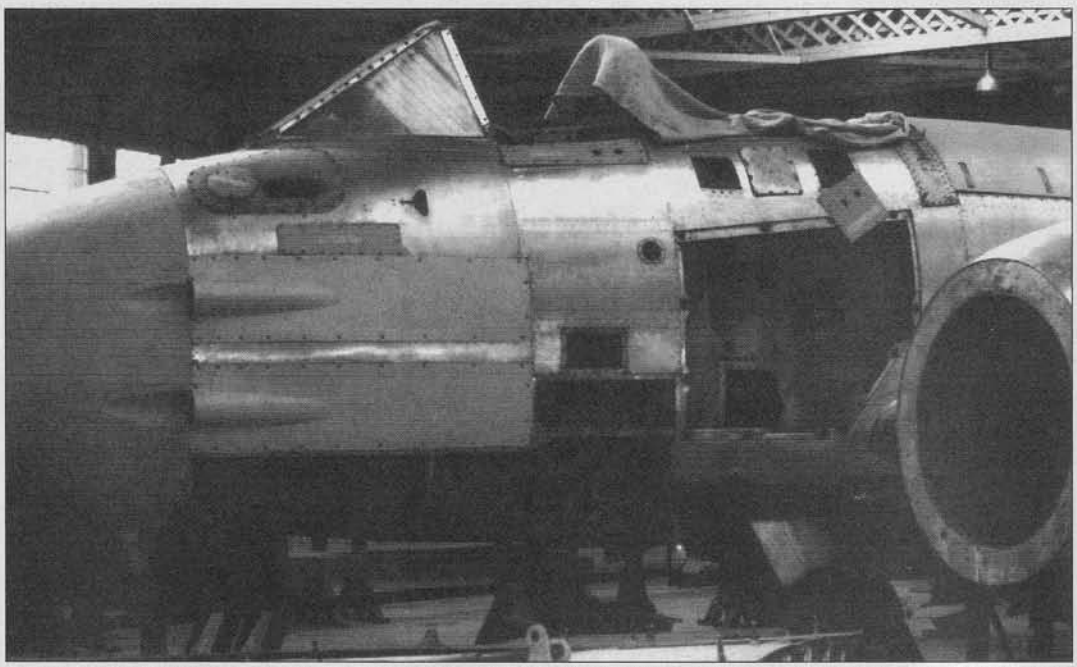
A Meteor F Mk 3 survivor, EE419, is here seen when on display at Coltishall during 1965. Although this mark was to equip many squadrons of the RAF, its operational career was very short

Photo: RJ Caruana Archive

Gloster Meteor F.Mk.3 (G.41C & D)

The main deficiency of the otherwise advanced concept of this new jet fighter was still the comparatively low thrust of the Derwent engines and efforts continued relentlessly to improve the turbojet's performance. By July 1945 Rolls-Royce had taken over development of the Røver N.2B engine and produced the W.2B/37 Derwent I with a straight-through flow arrangement. Thrust increased to 2,000lb (900kg) which meant a promising increase.

With the availability of this engine, F Mk II development was abandoned in favour of a new Meteor, the F Mk 3 embodying the Derwent in place of the Welland. Increased internal fuel capacity was also achieved while the Mk I style windshield was revised, influenced by studies conducted on a captured Focke-Wulf Fw 190 especially in panel angles and glass lamination



Plenty of Meteor F Mk 4 nose detail can be seen in this view of an example undergoing restoration work. Note the emty cannon ports and the shape of the cannon fairings Photo: RJ Caruana

techniques.

A general strengthening of the airframe and the introduction of slotted upper and lower wing airbrakes were amongst the other modifications. DG209, the last of the original prototypes, had flown with the Derwent I (W.2B/37) on April 18, 1944. It cannot really be considered as a true Mk 3 prototype as none was considered necessary, the Mk III being planned as a Mk I modification.

The first Mk III off the production line (EE203) was completed by August, 1944 being flown the following month. However the Derwent was still not available, and the first batch of production Mk 3s was delivered with the old Welland Is. Derwent-powered versions started with EE245.

First deliveries of the F Mk 3 in December, 1944 went to N° 616 Squadron. In January, 616 moved to Colerne, Wiltshire, which was to become the Meteor's first permanent base. This flight was soon sent on detachment to Melsbroek, in Belgium, within the 2nd Tactical Air Force (84th Group). The move was intended as an effective counter-measure to the Messerschmitt Me 262 menace but the Meteor pilots were severely restricted in their flying, prohibiting them to cross over enemy lines so as not to risk this new British jet fighter falling into enemy hands. Thus jet-versus-jet combat was never realised before the end of World War Two. However, by March, offensive armed reconnaissance sweeps were initiated and on April 17, 1945 N° 616 mounted the first jet ground-attack operations against ground targets near Ijmuiden.

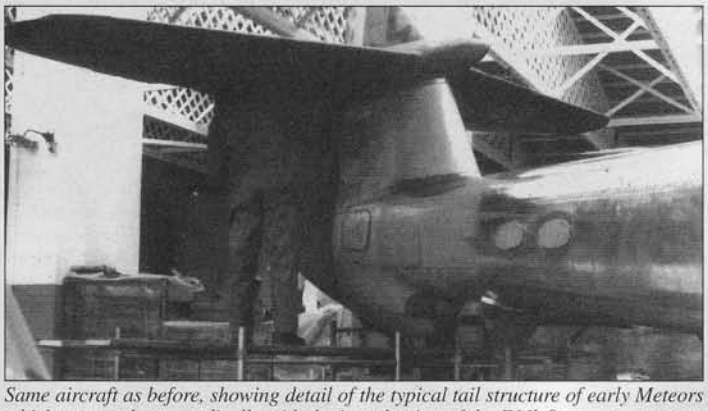
In March, the rest of the Squadron joined the other Meteors already in Belgium and continued with ground-attack operations up to the end of the war, but never engaged Luftwaffe aircraft in combat. N° 616 was disbanded soon after the war (August 29, 1945) at Lubeck, Germany.

N° 504 was the second Meteor Squadron to receive the Mk 3. In January 1945 six pilots, then flying Spitfires Mk IX, were posted for jet conversion. By the end of March, the Spitfires were relinquished and the Squadron joined 616 at Colerne. On the August 10, N° 504 was disbanded, its aircraft and most of its personnel going to N° 245 Squadron. The third RAF unit at Colerne to equip with Meteors was N° 74. This squadron survived the disbandment of the first jet fighter wing of the RAF and in October of 1946 became permanently based at Horsham St Faith. Together with N° 245 it eventually formed the first jet Fighter Wing of RAF Fighter Command in UK.

N° 263 received its first Meteor F.Mk 3 in September, 1945 when it was reformed at Acklington, moving soon afterwards to Church Fenton. 1946 saw another move to Horsham St Faith in September where it exchanged its F.3s for F.4s in 1948.

In October 1945 it was the turn of N° 222 to equip with the F.Mk 3 at Fairwood Common followed by many other squadrons. It is worth mentioning that N° 500 (County of Kent) Squadron was the first Auxiliary Air Force unit to equip with the Meteor in peace-time, on August 14 1948.

Among the interesting trials conducted on numerous Meteors F.3 were the pioneering trials of the Martin-Baker ejector seats on about 30 examples reserved for this purpose. Moreover some examples were assigned for cold weather trials in Canada and deck-landing assessments on HMS Implacable. Total production of the F.3 totalled 280.



Same aircraft as before, showing detail of the typical tail structure of early Meteors which was to change radically with the introduction of the F.Mk.8 Photo: RJ Caruana

Gloster Meteor F.Mk 4 (G.41F)

The introduction of the increased-thrust Derwent 1s on the F Mk 3 was not to be as smooth a transition as originally intended. In fact, the increased thrust pushed the airframe into compressibility problems; extensive wind tunnel testing suggested that the nacelle design needed extensive revision with the optimum requirement resulting in a much larger unit. The last 30 examples of the F Mk 3 were, therefore, converted to take the longer nacelles before being issued. This was found to have cured the malaise and the long-chord nacelles became a permanent feature on all subsequent marks.

Rolls-Royce scaled down the Nene and produced the Derwent 5 with a thrust of 3,500lb (1575kg). The Meteor F Mk 4 was born with this engine as EE360, flying for the first time in July, 1945 resulting in a spectacular jump in performance: 585mph (940km/h) at sea level with a climb to 40,000 ft (12,200m) of 8 minutes. Other improvements included the fully operational pressurised cockpit and external (under-wing and under-fuselage) fuel tanks.

The clipped wings of the F Mk 4 came quite by accident, when an example broke up in the air. After an intensive investigation the aircraft's wingspan was reduced by 5ft 10in (178cm) to lessen stress on the centre-section spars. The earlier-style wings on some of the Mk 4s which had already been delivered were all exchanged for the short-span versions.

Exports

The export potential of such a revolutionary aircraft as the Meteor was not neglected by Glosters who could boast of the most highly developed jet fighter then in existence. The first foreign buyer was Argentina in May, 1947, with an order for 100 examples serialled I-001 to I-100. The first 68 of this order were taken from airframes already allocated for the RAF, with the remainder being specially built. These aircraft were blooded in the 1955 revolution. Eventually they were re-serialled C-001 to C-100 and were operated by I, II and III Gruppos de Caza, VII Brigada Aérea with the last machine being struck off service in August, 1971. At least one example, I-041 (ex EE586), is preserved.

In June, 1947, the Royal Netherlands Air Force ordered its first batch of five F 4s. Eventual orders were to total 60 examples and were operated by 322, 323, 326, 327 and 328 Squadrons (RNAF) at Lecnwarden and Soesteberg. Belgium followed in 1949 with an order for 48 machines (EF-1 to EF-48) which went to 349 and 310 Squadrons (BAF). These were withdrawn in 1957.

Denmark ordered 20 F.4s in 1957 (D.461 to D.480), allocated to the Third Air Flotilla (Naval Service), later 723 Squadron (RDAF). Egypt had to wait for an arms embargo to be lifted before it took delivery of 12 Meteors (starting October 1949) serialled 1401 to 1412.

France received two interesting Meteors, the first being EE523 from the RAF High Speed Flight, re-registered F-WEPQ (later F-BEPQ) in 1948. RA491, the Avon and Atar test aircraft was also sent to France in 1952 converted to Atar engines and fitted with a Mk 8-style nose section.

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RC015 Hunter single seat
RC016 Hunter 2 seater
RC017 Phantom
RC018 Hurricane
RC019 Wyvern
RC020 F3 Demon
RC021 Suckhoi SU7
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3206 F/A-18 AN/ASQ 173 LST/SCAM pod £5.99
3207 F/A-18 bulged wheels £6.99
3208 F/A-18 drop tank £6.99
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PJ PRODUCTIONS 1/72nd resin kits and conversions

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PJ002 Gloster Meteor F4 Belgian AF £23.00
PJ003 Mirage 5BA conversion £13.00
PJ004 Mirage 5BR conversion £6.00
PJ005 Gloster Meteor F8 RAF £23.50
PJ006 Gloster Meteor F8 Belgian AF £23.50

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SMA004 Set of 2 German 50 gal. oil cans w/drum pump and handle. White metal £3.61
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SMA006 WW2 Luftwaffe pilot and two groundcrew pushing aircraft. Resin £5.77
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SMA009 German/Italian torpedo trailer £15.23
SMA 010 WW2 U.S. Navy pilot and gunner £4.24
SMA011 WW2 U.S. groundcrew mechanics £4.24
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CDK4801 1/48th Westland Whirlwind multimedia kit £39.95

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4803 Israeli F-16 ECM pod £3.35
4804 Israeli F-16 parahousing £3.35
4805 F-16C parahousing (Turkey, Venezuela) £3.35
4806 F-16 parahousing (Dutch, Norwegian) £3.35
4807 F-15 intake covers £3.35
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3 or more model kits £2.00

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The superb NF Mk XV conversion from Paragon. The colour scheme is my interpretation of the listed scheme ('overall Deep Sky') and the markings are those shown with the excellent plans in the February 1991 edition of Wingspan magazine

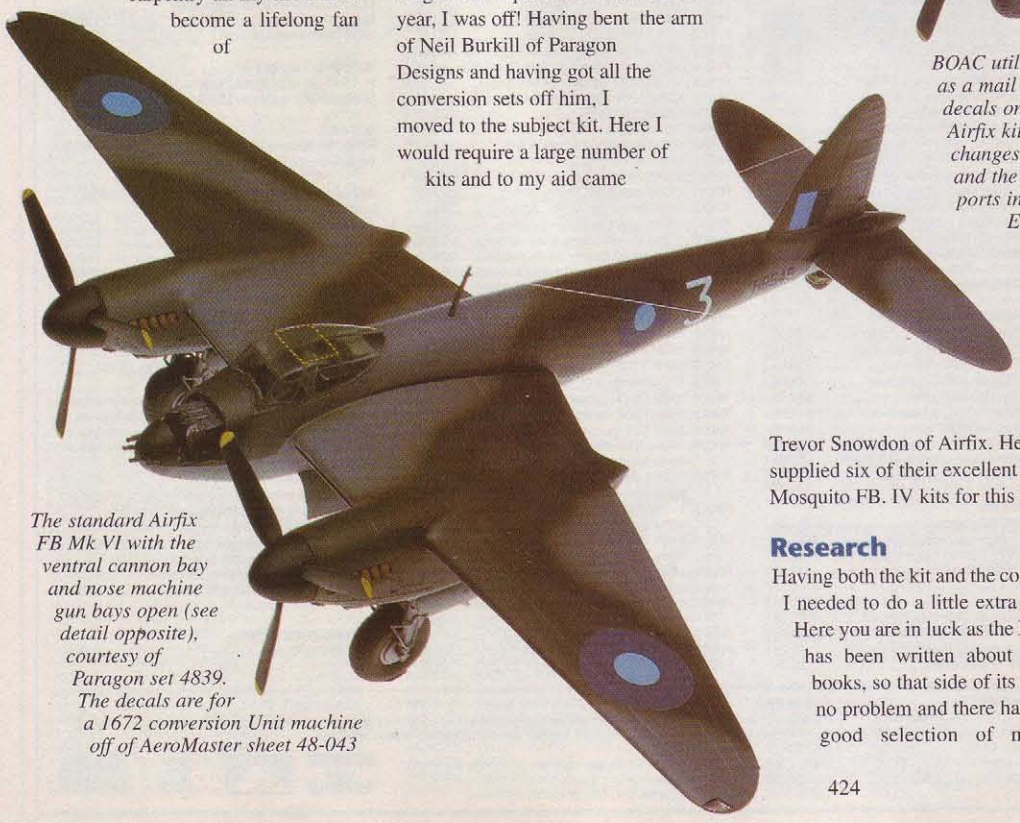
MOS

The development and service use of the De Havilland Mosquito is one which has been covered in numerous books and magazine features and it is an area which is well outside the remit of this title. The modelling of such a historically significant type however is not, and for this reason I decided to do a series which looked at the 'Wooden Wonder' in model form

My love for the Mosquito is founded on a similar admiration that my late father had for the type. He was a carpenter and joiner by profession and the thought of a wooden aircraft of such beauty and grace was one that he fully appreciated. As a child I attended many airshows with my father and my general scanning of the skies was suddenly focused when he would say 'there she is!", as this indicated that the Mosquito had arrived to display. Having been surrounded with the craft of carpentry all my life I have become a lifelong fan of the Mosquito and seeing it reminds me very much of those early days at airshows and of my father.

This love of the type and the recent death of my father was one of the main reasons for this feature. The other was the fact that I can truly say that I have been going to make some Mossies up in quarter scale for some time now and when Paragon Designs launched their range of Mosquito conversion sets last year, I was off! Having bent the arm of Neil Burkill of Paragon Designs and having got all the conversion sets off him, I moved to the subject kit. Here I would require a large number of kits and to my aid came Trevor Snowdon of Airfix. He kindly supplied six of their excellent Mosquito FB. IV kits for this feature.

BOAC utilised the very fast Mosquito as a mail and passenger carrier. Using the decals on AeroMaster sheet 48-043 I built the Airfix kit up straight from the box. The only changes are the deletion of the exhaust shrouds and the filling of the cannon and machine gun ports in the nose. This machine is shown in Dark Earth and Dark Green over silver, however I later discovered that these machines were Ocean Grey and Green over silver. Well, mine represents the 'earlier' scheme and that's my excuse!



The standard Airfix FB Mk VI with the ventral cannon bay and nose machine gun bays open (see detail opposite), courtesy of Paragon set 4839. The decals are for a 1672 conversion Unit machine off of AeroMaster sheet 48-043

Research

Having both the kit and the conversions I needed to do a little extra research. Here you are in luck as the Mosquito has been written about in many books, so that side of its history is no problem and there have been a good selection of modelling articles done on the type. A full bibliography of the books and magazines I used in the creation of this feature will be listed at the end of the final part of this feature.

My other source for information were preserved examples. Here I was lucky to have had access to the T.III once at Hendon (TW117) and its replacement the B.35 (TJ138). I also had access to the B.35 at Cosford and my thanks go to each organisation for their assistance. Any feature on the Mosquito cannot be complete without a mention of the type's birthplace, Salisbury Hall. Deep in the Hertfordshire countryside, yet right alongside the motorway can be found a dedicated band of volunteers who are working to preserve the memory of all De Havilland types. Here is the place where you will also find the prototype, W4050, and we hope to do a special feature on this machine in the near future, once the conversion set is released by Paragon Designs.

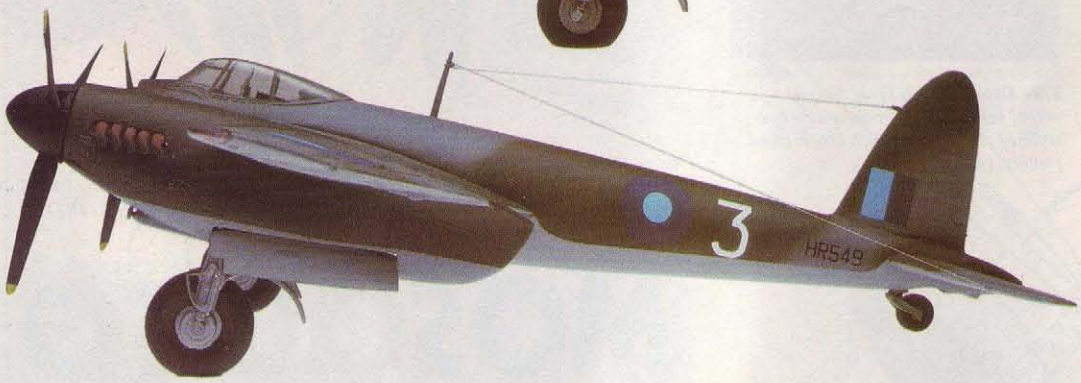
QUITO!
Part 1

by Richard Franks

The striking box art of the Airfix 1/48th scale FB Mk VI on which all of the featured conversions were based

This Feature

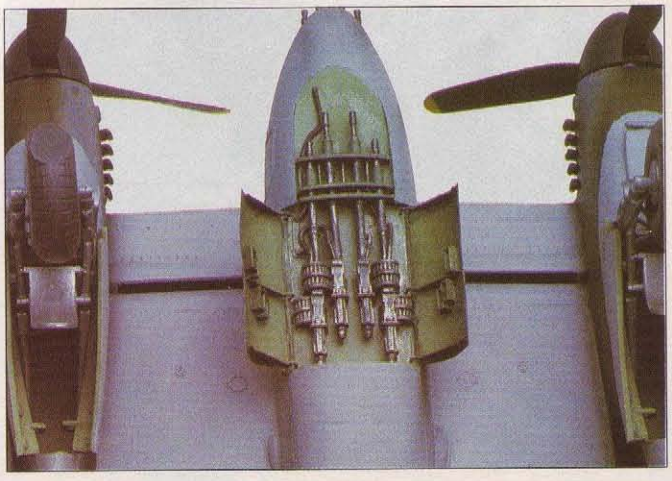
The first part of this special feature on the Mosquito concentrates on the fighter types, although there is a complete listing of all the known kits of the Mosquito along with decal sheets, conversions and accessories. What I intend to do here is to look at all the fighter, night fighter, fighter bomber and trainer types and give details of how you can make each variant in both 1/48th and 1/72nd scales. The details for each will be brief and you will have to research each further to determine colour schemes etc.

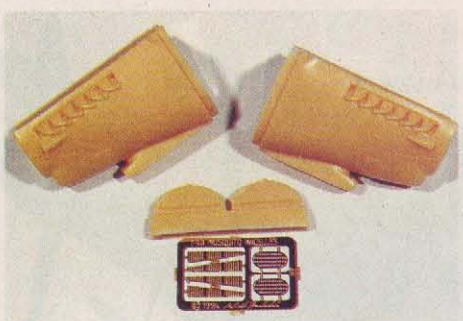


Note:

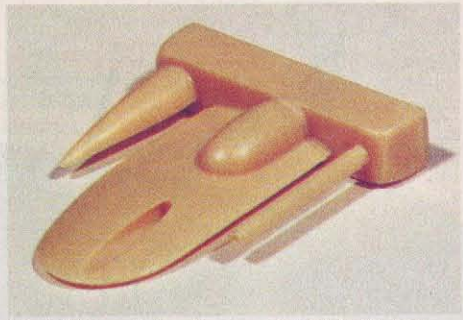
Now I am sure that there will be errors and omisions from this feature. Therefore if you feel we have missed something out or got something wrong please drop us a line at the editorial address and hopefully all the corrections etc can be featured in the last part of the feature in a future edition.

Thanks - Ed

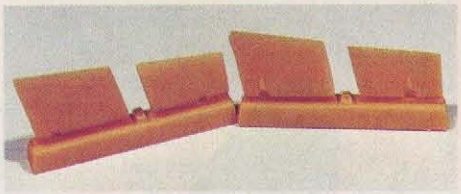




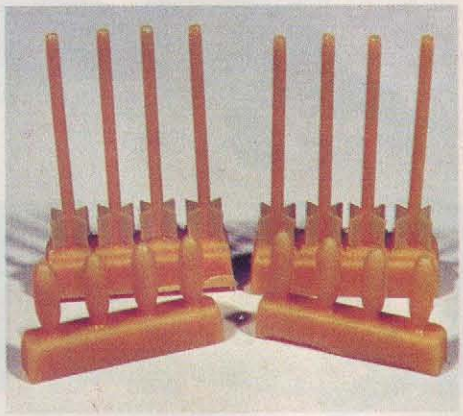
The excellent 1/48th scale two-stage Merlin engine set (4842) from Paragon. It is designed for the Airfix kit



The 1/48th scale Tse-Tse conversion (4841) from Paragon. This is designed for the Airfix kit

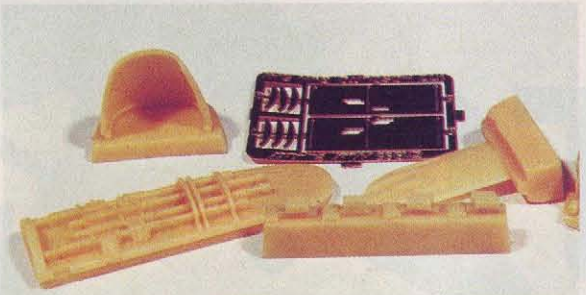


Available in both 1/72nd (7231) and 1/48th (4840) scales, these separate flaps for any of the Mosquito variants will improve your completed model

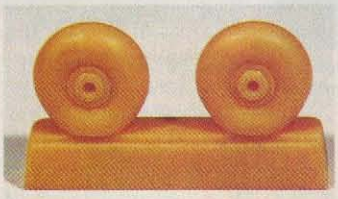


Although not just of use to the Mosquito this excellent set of 1/48th scale rocket projectiles with 60lb SAP HE heads (4855) is most useful

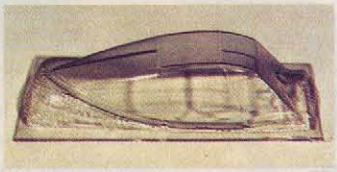
The 'Universal' or 'Bull' radome in 1/48th scale (4843) from Paragon. Included with the new nose is the scope unit for inside the cockpit



Available from Paragon in 1/72nd (7230) and 1/48th (4839) is this set which allows you to display your model with the nose machine gun and ventral cannon bays in the open position. The 1/72nd scale version is shown here

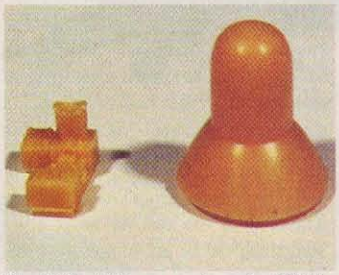


Devoid of tread pattern these 1/72nd scale bulged wheels from Paragon are still very useful

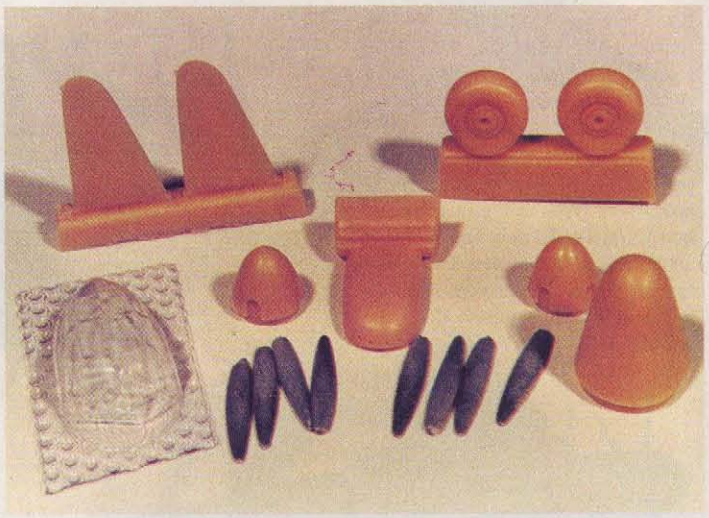


The Squadron 1/48th scale Fighter style of canopy

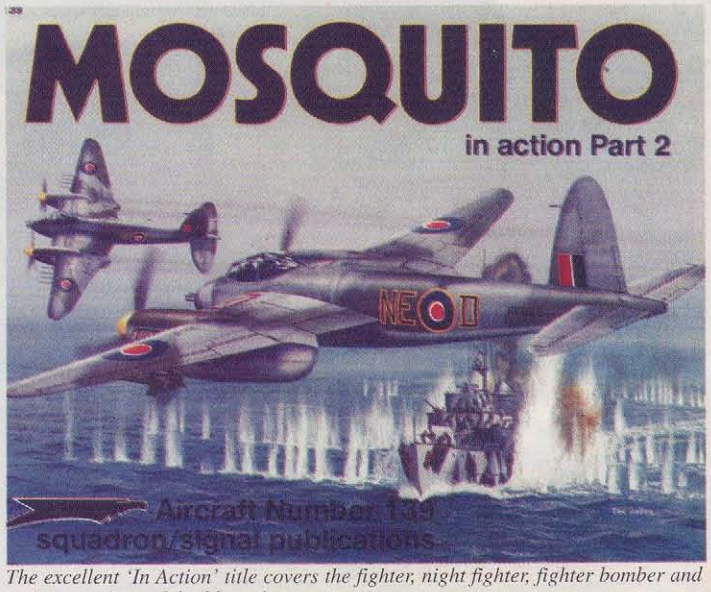
True Detail 1/48th scale bulged wheel set (48017) for the plain hub style of main wheel with block tread pattern tyres



The 'Thimble' nose radome in 1/48th scale (4844) once again from Paragon. this set also includes the radar scope for inside the cockpit

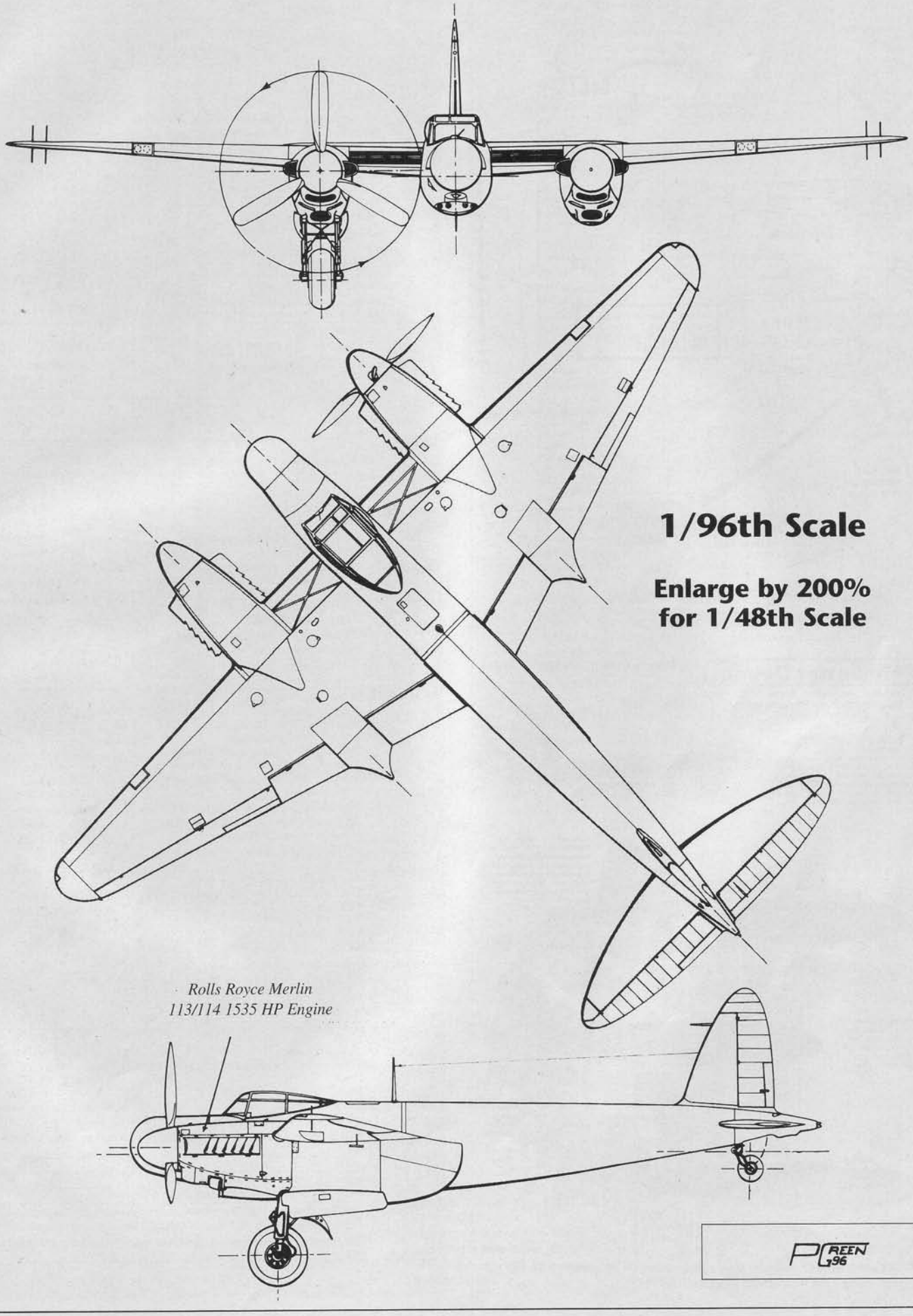


One of the biggest conversion sets from Paragon is the night fighter NF. XV. This is the 1/72nd scale version (7233) and it does not include two-stage Merlins (they are included in the Matchbox kit). The 1/48th scale conversion (4871) does as it is designed for the Airfix kit



The excellent 'In Action' title covers the fighter, night fighter, fighter bomber and trainer versions of the Mosquito

de Haviland NF Mk 36 Mosquito

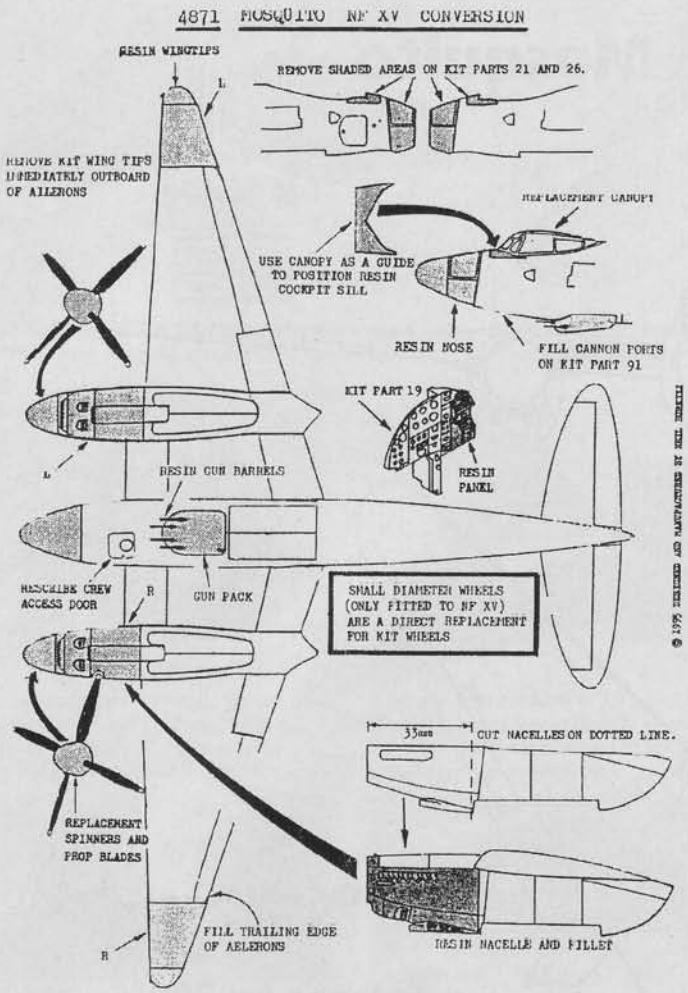


1/96th Scale

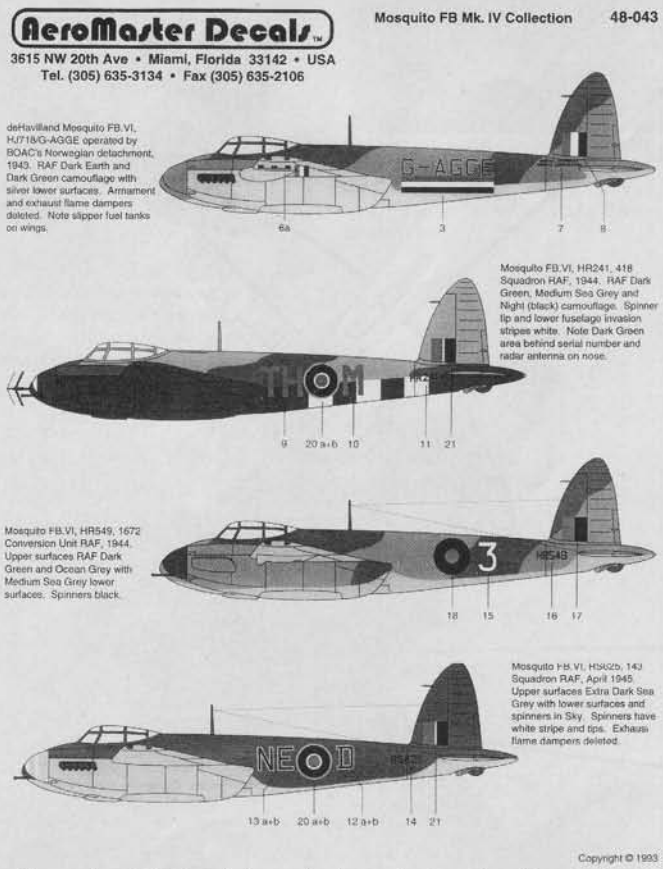
Enlarge by 200% for 1/48th Scale

Rolls Royce Merlin 113/114 1535 HP Engine

PGREEN 96



The instructions for the NF Mk XV conversion in 1/48th scale gives you some idea of the amount of work required.



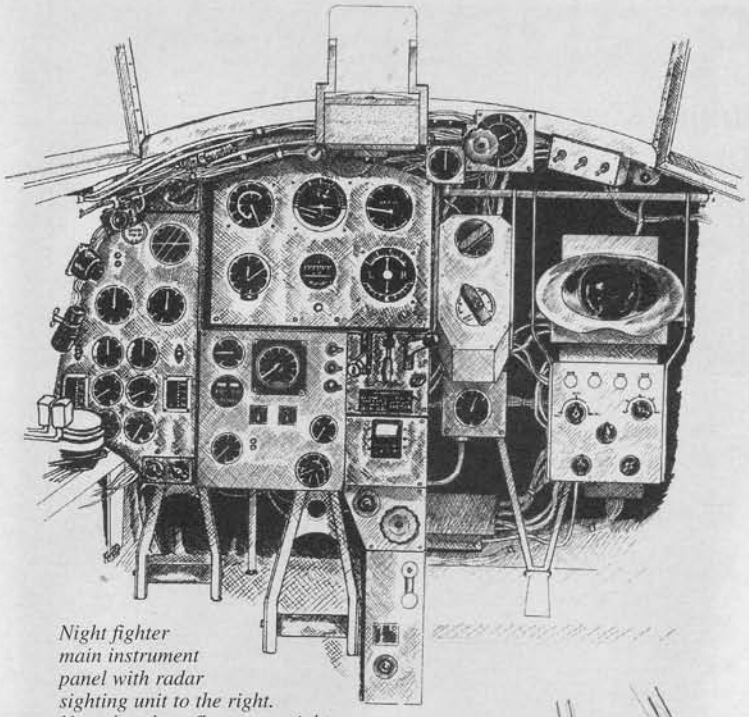
AeroMaster sheet 48-043 includes a nice little selection of markings for the FB Mk VI (even though the instruction sheet says FB.IV!)

THE NIGHT FIGHTER

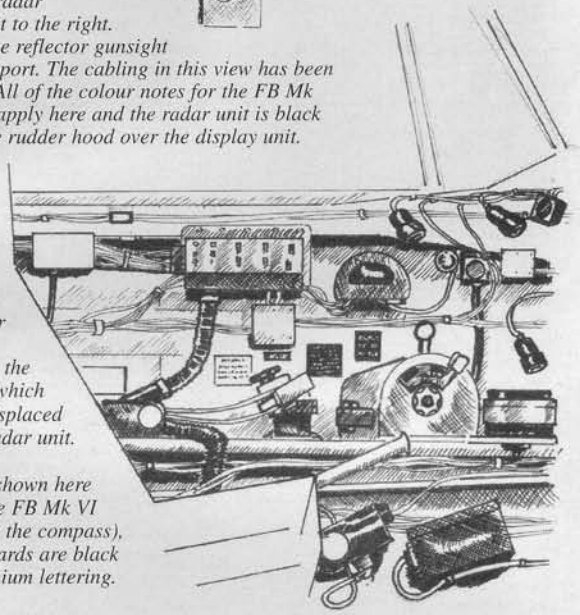
		1/72	1/48
NF.II	Basic kit	A	A
	Fighter canopy	A (in kit)	A(in kit)
	Bow & Arrow' antenna on nose	A (in kit)	Scratchbuild
	Narrow 3 blade propeller.	A (in kit)	P (4869)
	Wheel = Plain Hub Tyre = Square Tread	(7232)	TD (48017)
	2 Dipole antenna above and below each wingtip on centreline	Make from rod in both scales	
	Exhaust shrouds fitted	A (in kit)	A (in kit)
NF.II (Special)	Same as NF.II except: No Radar or antenna fitted, shrounded exhausts. N.B. Painted Medium Sea Grey & Dark Green over Night and issued to No 23 Sqn for Night Intruder missions.		
NF.XII	Basic kit.	A	A
	Fighter canopy	A (in kit)	A (in kit)
	Narrow 3 blade propeller	A (in kit)	P (4869)
	Wheel = Plain Hub Tyre = Square Tread	P (7232)	TD (48017)
	50 Gallon drop tanks	A (in kit)	P (4877)
	AI Mk VIII Radar in 'Thimble' radome	-	P (4844)
	2 Dipole antenna above and below each wingtip on centreline.	Make from rod in both scales.	
	8 'T' antenna under each wing between the nacelle and drop tanks	Make from plasticard & rod	
	Whip antenna on undersurface of fuselage on centreline directly below the cockpit area	Make from Rod	
NF.XIII	Same as NF.XII except: 'Bullnose' style radome fitted.	M (in kit) A (J.30 version)	P (4843)
NF.XV	Basic kit.	A	A
	Conversion set.	P (7233)	P (4871)
NF.XIX	Based on the NF.XIII		
	AI Mk VIII or X/SCR 720 and 729 radar in Thimble' Nose radome	-	P (4844)
NF.30	Basic kit	M	A
	NF.30 can be built straight from the box in 1/72nd scale 1/48th:		
	2-Stage Merlins	-	P (4842)
	Universal Radome	-	P (4843)
	Paddle props	-	A (in kit)
	Hubs = Plain Wheels = Square Tread	-	TD (48017)
	Shrouded exhausts	-	A (in kit)
	NOTE: Belgium examples had special louvred shrouds (similar to NF 36 & 38) which you will have to convert from the examples in the Airfix kit or build from scratch.		
NF.36	Same as NF.30 except:		
	100 Gallon Drop Tanks	P (7227)	P (4878)
	2 dipole antenna above and below each wingtip on centreline	Make from rod in both scales	
	'Louvred' exhaust stacks as per the Belgium NF.30 fitted (See notes on NF.30).		
NF.38	Same as NF 36 except:		
	3 dipole antenna above and below the wingtip centreline. These get longer as they go towards the fuselage	Make from rod in both scales	
	Dipole on centreline of undersurface of the fuselage, aft of the trailing edge of the wing	Make from rod in both scales	
	A trailing aerial is positioned 2ft behind the above antenna	Make from rod in both scales	
	Teardrop bulge under the centreline of the nose	Make from putty	
	An antenna on the undersurface centreline just aft of the cannon ports	Make from rod in both scales	
	NOTE: Some NF.38's had a transparent upper section to the radome.		
J.30	Swedish NF Mk XIX except:		
	Fitted with four bladed propellers	A (J.30 kit)	P (See *)
	Universal' Radome	M (in kit)	P (4843)

THE TRAINERS

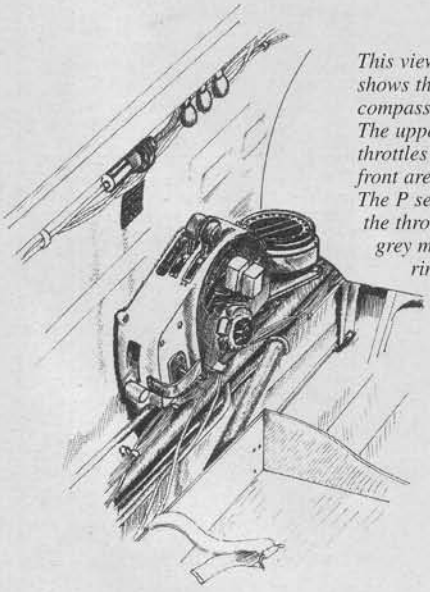
		1/72	1/48
T Mk III	Basic kit	A	A
	Unshrouded exhausts.	A (in kit)	A (in kit)
	Universal carrier on wing meant 500lb bomb or drop tank could be carried:		
	Bomb:	A (in kit)	A (in kit)
	Drop Tank:	A (in kit)	P (4877)
	Deleted armament	Modify kit in both scales	
	Paddle propellers	A (in kit)	A (in kit)
	NOTE: Some machines had the nose machine guns retained for gunnery training.		
T Mk 22	Canadian T Mk III same as above.		
T Mk 27	Develpoment of T Mk 22 fitted with Packard Merlin 225.		
T Mk 29	Converted FB.26 airframes. Fitted with Packard Merlin 225 engines.		
TT Mk 43	FB.40 (Australian built FB.VI) converted to dual controls. NOTE: Serial numbers A52-1050 to A52-1071 inc. could carry armament. Had revised cockpit interior with Australian and American instruments and radio equipment.		



Night fighter main instrument panel with radar sighting unit to the right. Note that the reflector gunsight is off-set to port. The cabling in this view has been simplified. All of the colour notes for the FB Mk VI interior apply here and the radar unit is black with a large rudder hood over the display unit.



The port side of the night fighter variants showing all the equipment which has been displaced by the AI radar unit. Most of the equipment shown here is black (see FB Mk VI in regard to the compass), all the placards are black with aluminium lettering.



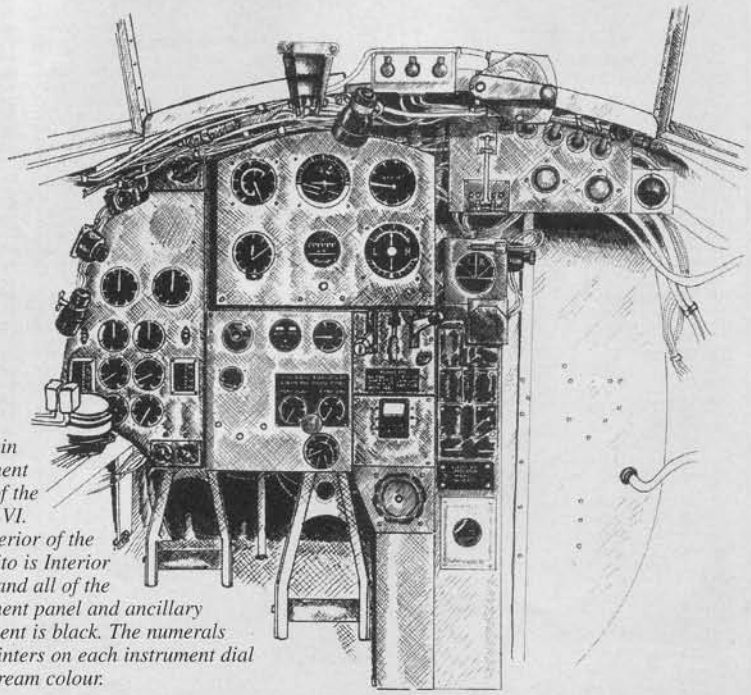
This view of the port sidewall shows the throttle quadrant and compass. The throttle is black. The upper set of levers are throttles whilst the smaller set in front are propeller controls. The P series compass ahead of the throttle quadrant has a light grey main body with the upper ring in black. The numerals and points on the azimuth are once again a cream colour.

THE FIGHTER BOMBERS

		1/72	*1/48*
FB.VI	Basic kit	A	A
	Shrouded or Unshrouded exhausts	A (in kit)	A (in kit)
	Universal carrier on wing meant 500lb bomb or drop tank could be carried	A (in kit)	A (500lb bomb) Drop tanks = P (4877)
	Early FB.VI's had narrow propellers	A (in kit)	P (4869)
	Late war FB.VI's had paddle propellers	A (in kit)	A (in kit)
	Late war FB.VI's had 100 Gallon drop tanks	P (4878)	
	8x rockets	A (in kit)	A (in kit)
	Banff Strike Wing aircraft often carried only 4 rockets: 60lb SAP 25lb AP	A (in kit)	A or P (4855) Modify kit components
	NOTE: No 143 (Banff) Sqn machines often carried two sets of two-tier RP's on each wing and a 100 Gal drop tank. Tanks:	A	P (4878)
	The upper rocket had only two fins on top whilst the lower had two fins on the bottom	Modify Kit components	
	Some machines had a large port for a camera gun on the nose centreline	Modify (drill) kit parts	
FB.XVIII	Basic kit	A	A
	Fighter canopy	A (in kit)	A (in kit)
	Tse Tse Conversion	A (in kit)	P (4841)
	Narrow 3 blade propellers	A (in kit)	P (4869)
	50 Gallon drop tanks	A (in kit)	P (4877)
	Shrouded or unshouded exhausts	A (in kit)	A (in kit)
	Hub = Plain Tyre = Square tread	A (in kit)	TD (48017)
	Only centre two machine guns fitted in nose	Modify kit in both scales	
	NOTE: The early test Molins conversion (PZ467) retained all four nose machine guns.		
FB Mk 21	Canadian FB.VI (See FB.VI above)		
	Only three built. Serials KA100 - KA102 inc.		
FB Mk 26	Canadian FB.VI (See FB.VI above)		
	Packard Merlin 225's fitted. Paddle bladed propellers	A (in kit)	A (in kit)
FB Mk 40	Identical to the FB.VI (See FB.VI above)		
	Usually carried 100 Gallon drop tanks.	P (7227)	P (4878)
FB Mk 42	Only one built. Identical to FB.40 except Packard Merlin 69 fitted.		

Foreign Service

	1/72	*1/48*
Dominican Republic had five ex-RAF FB.IV's which were overhauled by Fairey. Fitted with:		
4 bladed propellers	A (in J.30 kit)	P (See *)
Wing racks and 250lb bombs fitted	A (in kit)	A (in kit)
NOTE: Both kits will require you to find a suitable bomb for each rack as those supplied in the kit are 500lb GP's.		
Machines were coded 301-305 inc and later changed to 2101 - 2105 inc.		
Shrouded exhausts	A (in kit)	A (in kit)
They also received three T.29's from Canada which became 2106 - 2108 inc		
Czech A.F nineteen ex-RAF FB.VI's were given to the Czechs just after WWII.		
Paddle bladed propellers fitted	A (in kit)	A (in kit)
Turkish A.F received 137 FB.VI's and 5 T.III's in 1947. These machines were overhauled by Fairey and fitted with:		
4 bladed propellers as per the Dominican versions (See Dominican Republic)	A (in J30 Kit)	P (See *)
Shrouded and unshrouded exhausts fitted	A (in kit)	A (in kit)



The main instrument panel of the FB Mk VI. The interior of the Mosquito is Interior Green and all of the instrument panel and ancillary equipment is black. The numerals and pointers on each instrument dial are a cream colour.

KEY

A = Airfix P = Paragon Designs TD = True Details M = Matchbox

NOTE: * A nice word to Mr Paragon may get you some of his excellent four bladed propeller units from the TR.33 conversion.

KITS

AEROCLUB		
1/144 PR.34/B.35	1992	-
AIRFIX (inc Airfix Corporation, Airfix Craftmaster & USAirfix)		
1/72 FB Mk VI	1957	Also issued in 'Dogfight Doubles' with Me262
1/72 Mk II/VI/XVIII	1972	See below
1/72 Mk XIX/J.30	1995	Revision of above kit
1/48 FB.VI	1980	-
AMT		
1/72 Mk VI/IV	1968	Ex-Frog
BANDIA		
1/48 Mk IV	1976-78	Ex-Monogram
CROWN		
1/144	1976	Announced but never issued
FROG PENGUIN		
1/72 Mk VI	1946-9	-
FROG		
1/72 Mk IV/VI	1968	-
HASEGAWA		
1/72 Mk IV/VI	1967	Ex-Frog
1/48 Mk IV		Ex-Monogram
HI-TECH		
1/72 Mk II/VI/XVIII	1992	Upgrade including Airfix kit
LODELA		
1/32 Mk IV	1990's	Ex-Revell
MAQUETTES DAUZIE		
1/72 Mk IV	1988	Resin kit
MATCHBOX		
1/72 B.IX/NF.30	1975	-
MONOGRAM		
1/48 Mk IV	1965	-
MPC		
1/72 FB.VI	1970	Ex-Airfix
NECOMISA		
1/48 Mk IV	1980	-
NOVO		
1/72 Mk IV/VI	1978	Planned but never issued
REVELL		
1/32 Mk IV	1972	-
SANWA/TOKOYO PLAMO		
Scale & Type N/K	1950's	Never issued
TOLTOY'S		
Scale & Type N/K	1957	Announced but never issued

DECALS

AEROMASTER		
1/72 72032 'Recon Birds'	Inc:	PR Mosquito Not released yet
1/48 48043 Mosquito FB.VI	Inc:	G-AGE BOAC, 1943
		HR241, TH-M, 418 Sqn.
		HR549/3, 1672 OCU
		RS625 NE-D, 143 Sqn.
1/48 48082 'Recon Birds'	Inc:	PR.XVI NS644/G, 680 Sqn, Italy
		PR.XVI M345/Z, 653 BS, Watton
CARPENA		
1/72 72-30 DH Mosquito (5)	Inc:	NF.II W4082 RS-W, 157 (NF) Sqn.
		NF.III Belgium, KT-O, 11 NF Sqn.
		FB.IV Czech, RF838 IY-12, 311 Sqn.
		FB.IV Israeli, 2110
		PR.XVI French, 1/31 Lorraine, NS517/R
1/72 72-31 DH Mosquito (5)	Inc:	FB.VI, French, TE605 No 31
		RAAF, NA-E, No 1 Sqn.
		Norway, HR910 KK-4, 333 Sqn.
		FAA, TE711 FD-4L, 811 Sqn.
		PR.XVI USAAF, NS594/LL
		PR.XVI NS502/M, 544 Photo Recce Sqn.
1/72 72-52 Normandie-Niemen	Inc:	FB.VI PZ381/5, 1949
1/48 48-22 DH Mosquito Pt 1 (4)	Inc:	FB.VI TE605/31, G de C2/6
		NF.II W4082 RS-W
		PR.XVI NS594/U, 653BS, Watton
		PR.XVI NS502/M, 544 Photo Recce Sqn.
DUTCH DECALS		
1/72 72014	Inc:	Either Dutch Sqn or Dutch RAF Pilots
ESCI		
1/72 No 37	Inc:	PR.XVI, 680 Sqn.
MODELDECAL		
1/72 017	Inc:	FB.VI, 4 Sqn, RAF Celle, 1946
PD		
1/72 72001 Bombers (6)	Inc:	Mk II DZ269 RX-V, 456 Sqn, 1943
		Mk XVII HK290/G RX-J, 456 Sqn, 1944
		Mk XXX Nt 264/G RX-R, 456 Sqn. 1945
		Mk IV MM403 SB-U, 464 Sqn. 1944
		Mk IV HR715 SB-4, 464 Sqn. 1944
		Mk IV NS994 SB-F, 464 Sqn. 1944
172 72004 Bombers (6)	Inc:	Mk IV W4072 GD-D, 105 Sqn. 1942
		Mk IV DZ464 XD-C, 139 Sqn. 1942
		Mk IV DZ548 GB-D, 105 Sqn. 1943
		Mk IV DZ319 HS-S, 109 Sqn. 1944
		Mk IV DK333 HS-F, 109 Sqn. 1944
		Mk IX LR503 GB-F, 105 Sqn. 1945
1/48 48001 Bombers (6)	Same as 72001	
1/48 48004 Bombers (6)	Same as 72004	
1/32 32001 Bombers (6)	Same as 72004	
SUPERSCALE		
1/72 72-105	Inc:	Israeli A.F Mosquito
1/72 72-303	Inc:	F30 VY-Y, RAAF.
1/48 48-13 DH Mosquito (4)	Inc:	TH-X, 418 Sqn.
		YP-P, 23 Sqn.
		NA-M & NA-S, 1(b) Sqn. RAAF
1/48 48-542 DH Mosquito FB.VI (4)	Inc:	HR338 GM-B, 107 Sqn.
		RS625 NE-D, 143 Sqn.
		RS679 UP-A, 14 Sqn.
		TF711 FD-4L, 611 RN Sqn.
VENTURA		
1/72 7256 Mosquito PR.XVI (4)	Inc:	NS-594/U, 653 BS, USAF
		NS569/R, 653 BS, USAF
		NS753/Y, 653 BS, USAF
		NS519/P, 653 BS, USAF
1/72 7265 Mosquito, Israeli (3)	Inc	FB.VI ,2109
		FB.VI, 2114
		TR.33, No 78
1/48 4857	Same as 7256	
1/48 4867	Same as 7265	
XTRADECAL		
1/72 X039-72 'Normandy Invasion'	Inc:	FB.VI HR241 TH-M, 418 Sqn.

CONVERSIONS & ACCESSORIES

AEROCLUB			
1/72 Canopies for Matchbox kit	-	-	No C004
1/72 Fighter Canopy	-	-	No C005
1/72 Radome	-	-	No C006
1/72 3 Blade Propeller & Spinner	-	-	No V116
1/72 PR.34B Deep Belly	-	-	No VA60
1/72 B.35, PR.34, PR.XVI, B.XVI, PR.IX & B.VI		Conversion	-
AIR CONVERSIONS			
1/72 Radome	1972-4	Ex-Airframe	-
AIRFRAME			
1/72 Radome	1970's	-	-
AIRKIT			
1/72 Mk VI	-	Acetate Film	No C59
AIRPARTS			
1/72 100 Gal Slipper Tanks	-	-	No 050
1/72 NF Mk XII	-	Conversion	No 051
EDUARD			
1/72 FB VI	-	Etched Brass	No 72072
AIRWAVES			
1/72 Merlin (2 stage) engines	-	-	No 72056
1/72 Plain Wheels	-	-	No 72057
1/72 Spoked Wheels	-	-	No 72058
DB			
1/72 Engines	1991	-	-
FALCON			
1/72 Set 2 'RAF Bombers'	Vac-Formed Canopies		
1/72 Set 8 'RAF Bombers'	Vac-Formed Canopies		
1/72 Set 17 'RAF WWII Set III'	Vac-Formed Canopies		
1/72 Set 31 'RAF WWII'	Vac-Formed Canopies		
HI-TECH			
1/48 Fighter Types	Resin Update Set		No 48031
1/48 Mosquito	Resin Update Set		No 48032
1/48 Airfix Update (Flaps, Wheels & Rudder)	-	-	No 48014
1/48 Merlin 72/73 Nacelles	-	-	No 48515
HORIZON			
1/32 Slipper Tanks	Late 1970's	-	-
KOSTER			
1/48 Mk IV/XIII, XVI & XVIII	1966	Conversion	-
MISSING LINK			
1/48 Mk XII, XIII & XIX	1987	Conversion	-
MAGNA			
1/72 TT39	Due 1996	Conversion	-
PARAGON			
1/72 100 Gallon Tanks	Due 1996	-	No 7227
1/72 Prototype	Due 1996	Conversion	No 7228
1/72 PR Canopies	1995	-	No 7229
1/72 Open .303 & 20mm gun bays	1995	-	No 7230
1/72 Flaps	1995	-	No 7231
1/72 Bulged Wheels	1995	-	No 7232
1/72 NF.XV	1995	Conversion	No 7233
1/72 Sea Mosquito	1995	Conversion	No 7234
1/72 Bulged Bomb Bay	1995	-	No 7235
1/72 Bulged Camera Bay	1995	-	No 7236
1/72 'High Ball'	1995	Conversion	No 7237
1/48 Open .303 & 20mm gun bays	1995	-	No 4839
1/48 Flaps	1995	-	No 4840
1/48 Molins	1995	Conversion	No 4841
1/48 2-Stage Merlin engines	1995	-	No 4842
1/48 'Universal' Radome	1995	-	No 4843
1/48 'Thimble' Radome	1995	-	No 4844
1/48 Prototype	Due 1996	-	No 4868
1/48 Narrow Blade Props/Spinners	1996	-	No 4869
1/48 Bomber Nose	1995	Conversion	No 4870
1/48 NF.XV	1995	Conversion	No 4871
1/48 Sea Mosquito TR.33	1995	Conversion	No 4872
1/48 PR Canopy	1995	-	No 4873
1/48 Bilged Bomb Bay	1995	-	No 4874
1/48 Bulged Camera Bay	1995	-	No 4875
1/48 'High Ball'	1995	Conversion	No 4876
1/48 50 Gal Tanks	1995		No 4877
1/48 100 Gal Tanks	1995		No 4878
1/32 2-Stage Merlin Engines	Due 1996		No 3211
REYHEX			
1/72 NF.XII Radome	-	Ex-Airframe	-
SQUADRON			
1/48 FB Mk VI	-	Canopy No 9532	-
TRUE DETAILS			
1/48 FB Mk VI	-	Etched Brass	No 26023
1/48 Wheels	-	Resin	No 48017
1/48 Early Wheels	-	Resin	No 48093
1/72 Wheels (Square Tread)	-	Resin	No 72033

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Sopwith Triplane expected June/July ..... TBA
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72-198 TBM/TBF-1c £6.45
72-199 TBM/TBF-1c £6.45
72-204 B-29A Superfortress £8.95
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A 'LANC' from Cornwall

by Colin Peck

Looking at some pictures of a maritime patrol Lancaster in the Vol 1, No. 11 issue, inspired me to search through the kit pile and dig out a 1/72nd scale Matchbox B Mk I/III that had been in storage for ages. Having made a Halifax in Bomber Command colours some time before the thought of yet more Dark Green/Earth had not inspired me any further but here was the answer.

Fortunately, this kit has the option to delete the dorsal turret and incorporates the underbelly radar housing and this leaves only minor modifications to model a GR.3. The Rolls Royce Merlin 224s require 'hedgehog' type exhausts and these are all available from the Aeroclub range of white metal accessories. All of the decals come from the Modeldecal range and all of the fuselage window additions were accomplished with Humbrol Clearfix.

When 'Lease Lend' ended many of the aircraft operated by Coastal Command had to be returned to the United States and so the departing Hudsons and Liberators left large gaps in the squadrons. While it was true that less aircraft were needed for Coastal Command, the Neptune and Shackleton were a long way off and all Lincolns were going to Bomber Command. Surplus Lancasters were the obvious choice and so, late in 1945, the first B.III Lancasters were converted by Cunliffe Owen to become A.S.R. types and these also featured a lifeboat carried in the bomb bay recess. All guns were progressively deleted from the turrets and later even the lifeboats were not carried.

The colour scheme is a real treat for this type of Lancaster, being Ocean Grey on the top sides and white overall apart from this, with grey spinners. The machine that I chose to model is a GR.3 that operated with 203 Squadron from St Eval, Cornwall from 1947 to 1953; namely, RF318, which was coded 'CJ-B' and soldiered on until being sold for scrap in September, 1956.

While the Matchbox kit is now a bit of a rarity the recently released Airfix Dambuster version offers some scope for this kind of conversion, an altogether welcome change from how we nearly always picture a "Lanc".

The Kit

The Matchbox kit is of conventional construction with an optional bulged bomb bay and dorsal turret. The surface detail consists of faintly raised panel lines instead of rivets and the overall shape captures the look of the aircraft quite well. The fuselage plug for the dorsal turret was the only component that required some filing to fit and only reasonable amounts of filler are needed on the rest of the minor joint lines.

Fuselage

Before joining the two halves some changes are required to the fuselage windows and all are easily done. Firstly, there are two windows just behind and below the cockpit canopy and on the GR.3 the smaller and most forward of the two should be deleted. This window layout is duplicated on both sides of the fuselage and should be blanked off with plasticard on the interior side.

When the blanking panels were set I simply filled the outer surface with Squadron White Stuff and sanded smooth when set hard. The other changes involve cutting some new windows toward the rear of the fuselage. On the starboard side of the aircraft there is a crew access door and this requires a square frame window to be installed. Having established the centre point I drilled out as much plastic as possible and then cleaned the remaining plastic away with the tip of an X-acto knife to form the square. This was sanded and the aperture filled with Clearfix.

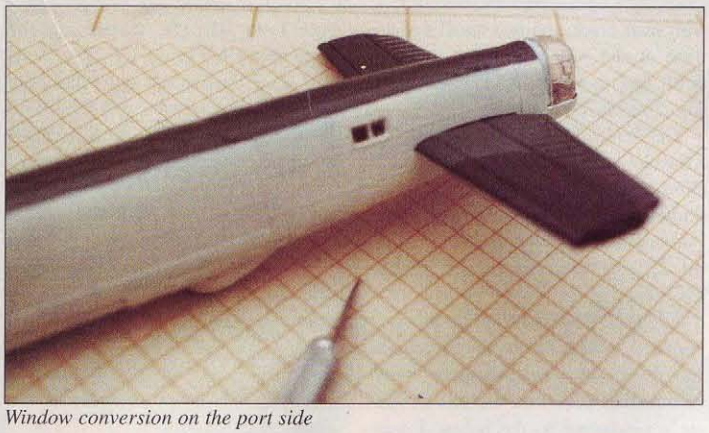
Likewise on the port side of the aircraft and just forward of the tail plane another window was installed by the same method. The position of this one can best be seen from the photograph. A centre frame is also required on this window and this was made from a piece of microstrip.

The flight deck area has to be constructed and installed as usual at this stage and all visible parts of the fuselage were painted in light green. Both turrets, front and rear, were assembled without the guns and installed in one fuselage half. With all interior components and windows set firm the two halves were joined and held with elastic bands for at least 24 hours. On the Matchbox kit the nose section, selected bomb bay, radar housing and dorsal turret plug can all be added after the main component halves are joined.

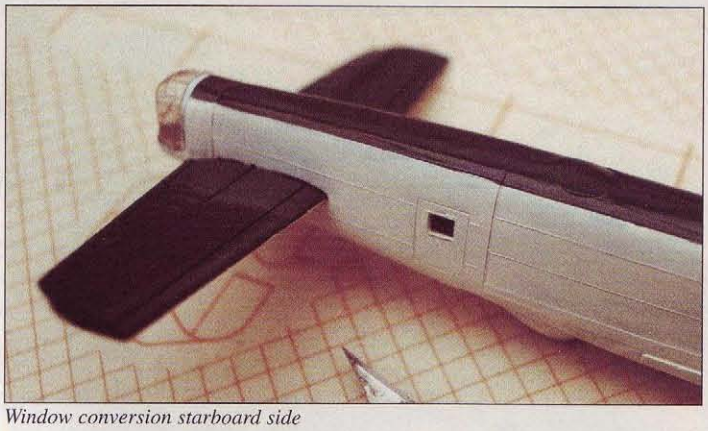
The Matchbox kit

The Wings

Once the main wing halves are joined together and set the wing tips can be modified with a razor saw so that navigation lights can be depicted, again using Clearfix. The two quadrants on each wing tip are well depicted in any



Window conversion on the port side



Window conversion starboard side

set of Lancaster plans and alternatively can be modelled in clear plastic and shaped, then polished until clear.

It is easier to modify the engine nacelles before fixing to the wings and again the best way to do this is to remove the old shroud exhausts with a razor saw. Once the apertures have been cleaned up with fine grade sanding paper the Aeroclub castings can be put in place. I put all eight in place from the outside by filling the apertures with superglue and then pushing the units home leaving just enough of the stub exhausts on view. Alternatively they could be positioned before the nacelle halves are joined so it is up to personal preference. The tailplane can be fitted at virtually any stage.

I had decided from the outset to model this Lancaster to incorporate a display stand so the undercarriage was deleted and doors cemented shut on the two inboard nacelles. This also meant that the propeller blades had to go and so I blanked off the gaps in the spinners with fine plasticard and filled in with Squadron White Stuff.

In addition to this the Lancaster has a large clear cockpit canopy and would, I thought, look pretty bare without some 'crew'. Most pilot figures that are supplied in kits are pretty awful and so I modified some figures from the Airfix Emergency RAF set and put them in the cockpit.

The main wings to fuselage joints were a bit loose but these were stabilised by inserting small sections of plasticard and using Superglue to create firm joints. Once the wings were dry I completed the filling and sanding of the engine nacelles and any other visible joint lines.

Painting

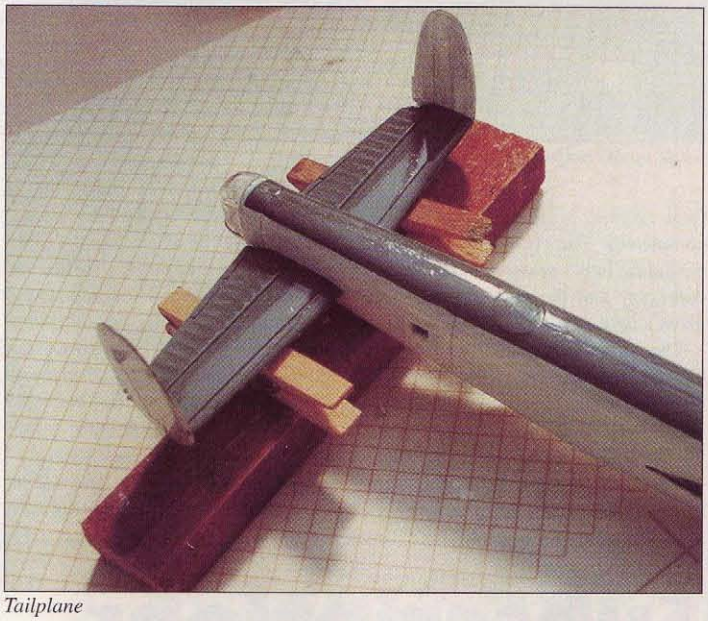
This could all be left until this stage but I nearly always paint my models as construction progresses. In this case it is easier to get a nice straight line on the top grey/white fuselage decking before the wings go on by using a strip of sellotape or similar for the demarcation line. The wing halves and tail plane components were all prepainted and despite later filling and sanding I find this method works the best.

Gloss White was used for the bulk of the model and Xtracolor X6 (RAF Ocean Grey) for the topsides. Both were thinned and applied with a brush which I generally find better when painting in stages.

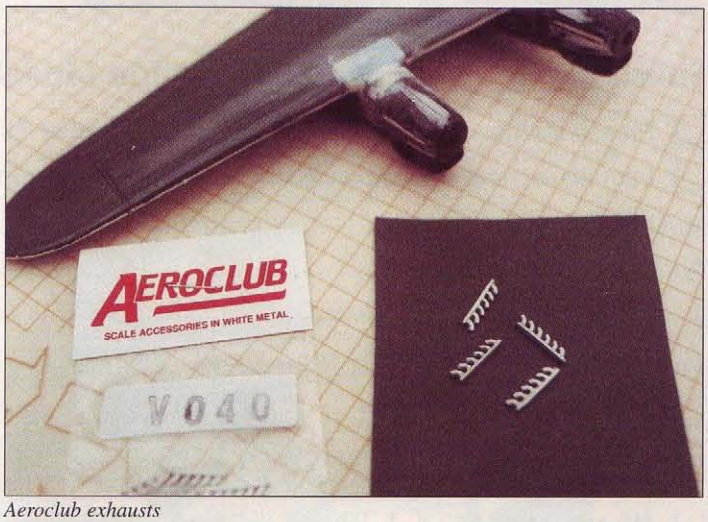
Once all the paint is thoroughly dry some of the panel lines can be accentuated by very gently rubbing with very fine grade sanding paper. Most of the kit is moulded in black plastic and the treatment gives the model a worn appearance, especially around the engine nacelles.

Transparencies

The cockpit canopy frames are best painted before the canopy is put in position and while that was drying the

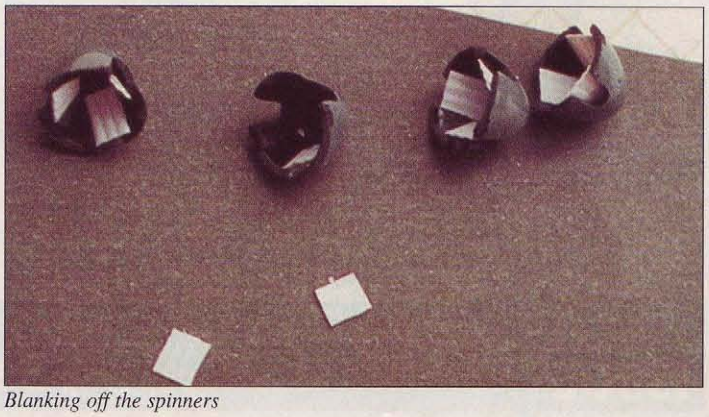


Tailplane

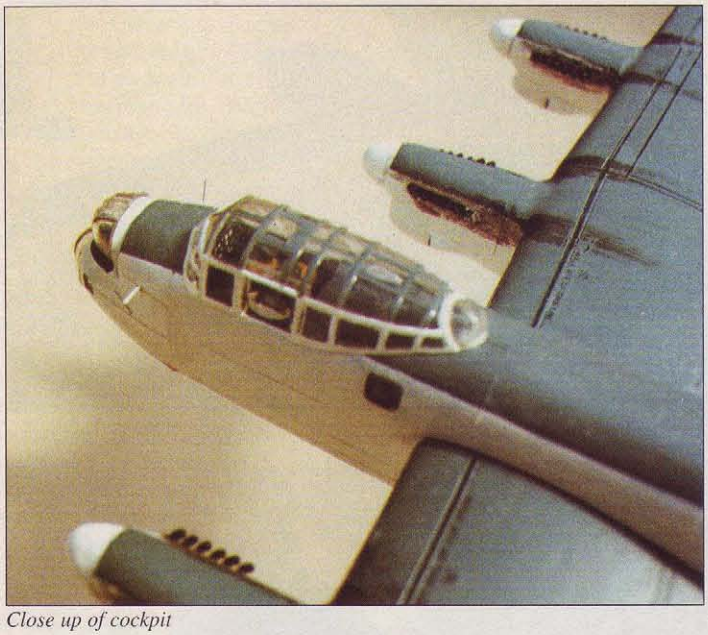


Aeroclub exhausts

Cleaning up engine nacelles



Blanking off the spinners



Close up of cockpit

final detail in the cockpit was completed. The fuselage coaming behind the pilot's seat was painted matt dark grey and the crew and interior given a light coat of matt varnish.

The nose and tail gun turrets both had the gun apertures filled with yet more Clearfix and the frames painted in white when all of this was dry. Finally, the bomb aimer's chin was put in place - the distinctive bit of glazing just below and in front of the nose turret.

Decals and Details

The roundels all came from a Blue Rider sheet while the fin flashes are from the kit but with a widened central white strip. The codes and underwing serials (RF318) all came from the Modeldecal range and printed in black. The fuselage codes therefore had to be overpainted in grey. All other stencil marks are from the kit decal sheet.

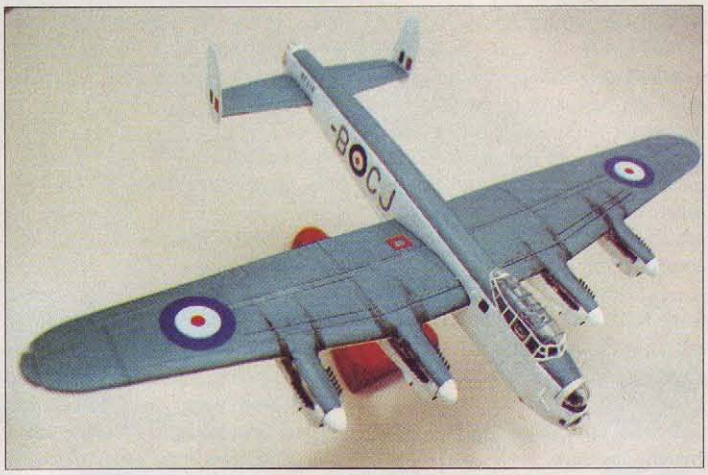
Next the areas around and behind the exhaust stubs were lightly streaked with matt black and two small aerials were placed just behind the forward turret, one on each side. Finally, the tail wheel was put in place.

The entire model was coated in Xtracolor matt varnish (XDFF) and all allowed to dry thoroughly. The display stand is a simple home made effort that I described in the V-Bomber article in the November 1995 issue of this magazine.

As I mentioned at the outset this is a pleasant conversion for the Lancaster and is a very easy way to start customising your own models if you are a newcomer to the hobby. I was fortunate that I had a photo of this machine to refer to but it differs very little from RE 158 featured in the December 1995 issue. The only items to buy are the exhaust stub units from Aeroclub, catalogue number V040 (two sets required) and suitable decals to make up the codes and serials. Modeldecal are usually the best bet in this, 1/72nd scale.

I shall build another GR.3 but next time use the Airfix Dambuster kit as the basis and model it with the wheels down, flaps down and open up all the doors and hatches. Try one, with all these models of the Shackleton appearing we should all really have a model of its grandad!

Colin Peck



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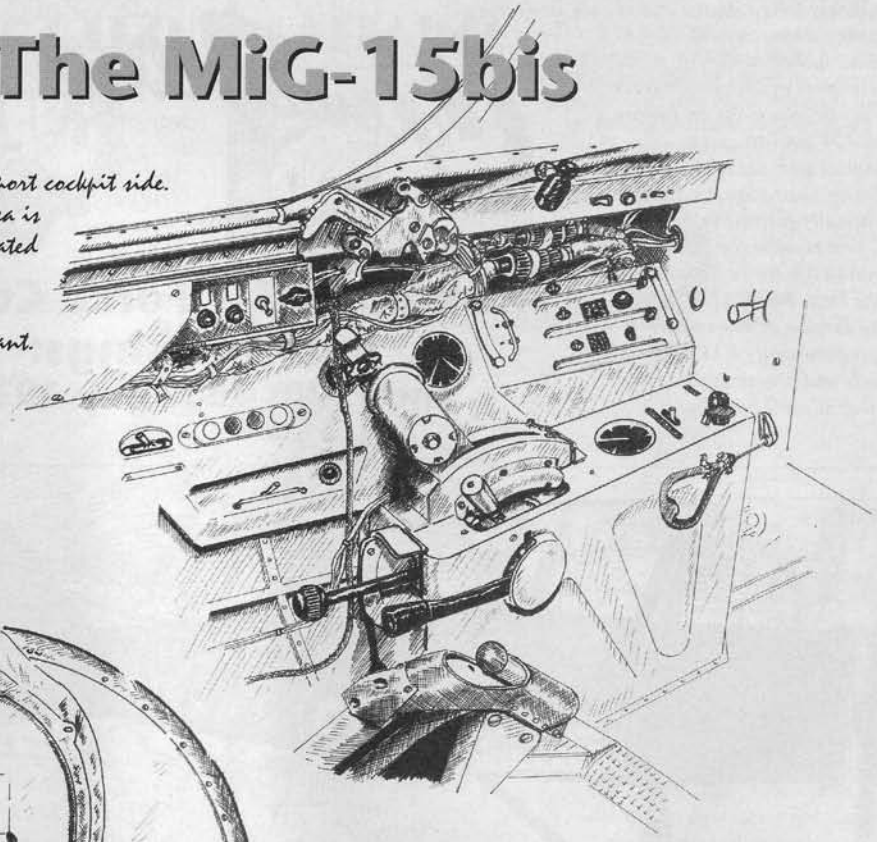
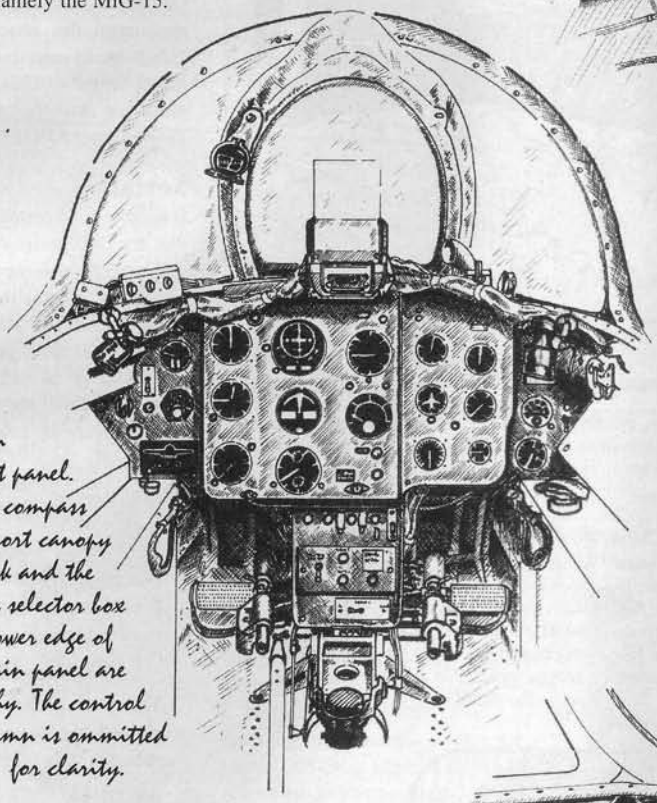
Aircraft Sketchpad by Steve Benstead

The MiG-15bis



The port cockpit side. The area is dominated by the throttle quadrant.

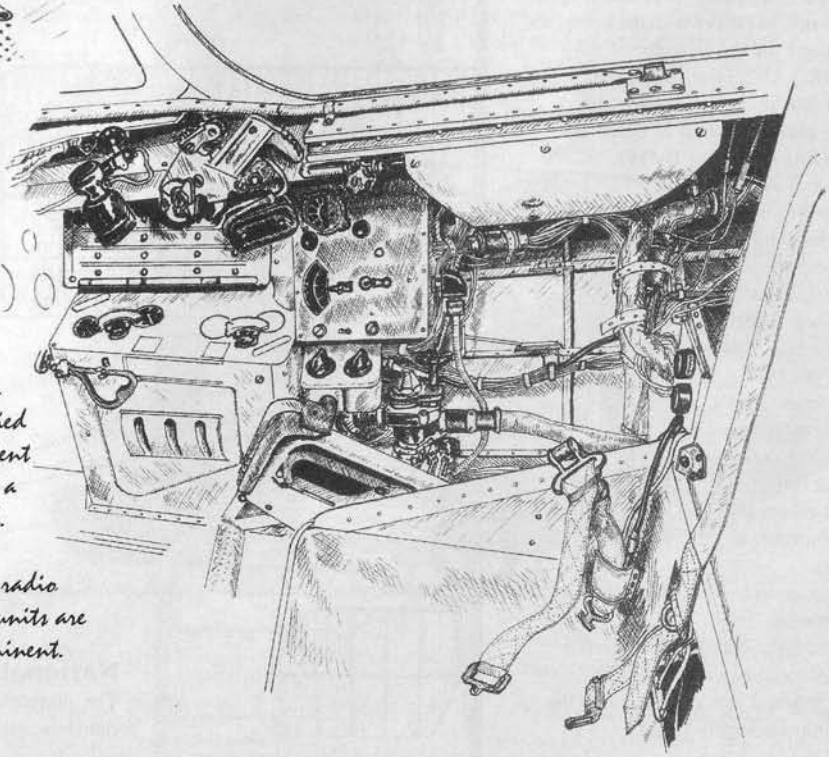
This month's subject for aviation artist Steve Benstead is an in-vogue one, namely the MiG-15.



The main instrument panel. The small compass on the port canopy framework and the weapon selector box on the lower edge of the main panel are noteworthy. The control column is ommitted for clarity.

console are red as are the two small buttons above the loop on the port side console. The gunsight is mounted on a blue coloured mount which approximates Revell 15 (Ultramarine). The linkage at the base of the control column and that near each rudder pedal is again in this blue colour. Many MiG-15's had an anti-dazzle curtain above the instrument panel. This is usually linen coloured with lighter edging. The seat straps are a beige colour with black stitching and aluminium buckles etc. The oxygen regulator on the port sidewall is black. The radio equipment boxes on the starboard sidewall are also black. All of the switches seem to be bare metal as are the rail and latch for the canopy.

The undercarriage bays are a greenish grey (close to Revell 67) and the same applies to each oloe leg and the front panels of the nose wheel doors. Surprisingly the back section of the nose wheel well is natural metal. The hubs are green and the tyres have a faint bluey tint to them. The interior of the air brakes is a dull metal colour and each actuating ram is dull gunmetal. All the pipework within the speed brake interior is natural metal with red, yellow and green bands around each pipe every so often.



The cockpit starboard side. Although the wiring has been a little simplified it is still evident that the area is a little cramped. The oxygen regulator and radio frequency units are prominent.

Colour Notes

The interior of the MiG-15 is usually listed as grey although the recent refurbishment of the interior of the license-built LIM-2 by the RAF Museum shows that the colour is blue/grey. The seat and headrest are a darker grey (similar to Slate Grey) and the firing handles on each side of the seat are red. The instrument panel is black (semi-gloss) and the individual instruments have white numerals and pointers to each dial face. The control column is black with a dull black grip and a red trigger. The throttle lever on the port side has a yellow grip (lighten Revell 16 Sandy Yellow), all the other levers on that console are black. The ring-pulls on the front side of each

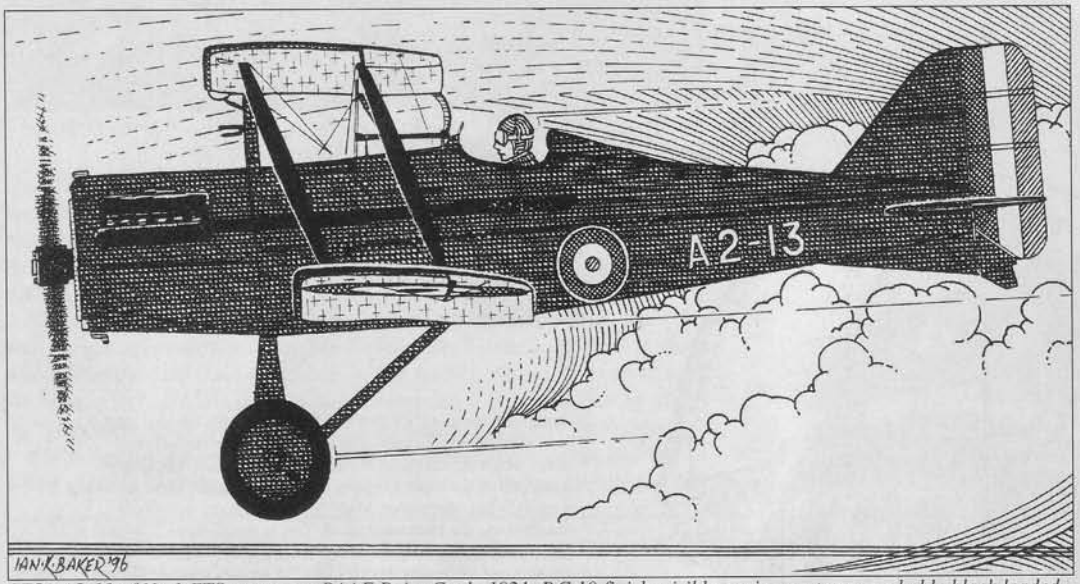
NEXT IN THE SERIES
Gloster Meteor

Immediately following the end of WWI, the Commonwealth of Australia looked to the establishment of its own air force at home. Britain made an Imperial Gift of 124 aircraft and a substantial quantity of dope during 1919. The Australian Air Force was formally created in March 1921, and became the Royal Australian Air Force about three months later. Being a part of the British Empire defence network, it was predominantly RAF materials, methods and practices that were adopted, at least initially.

AVIATION HISTORY Colour File

Part 1
by Ian K. Baker

Australian Air Force Colours and Markings:
The 1920s and Early 1930s

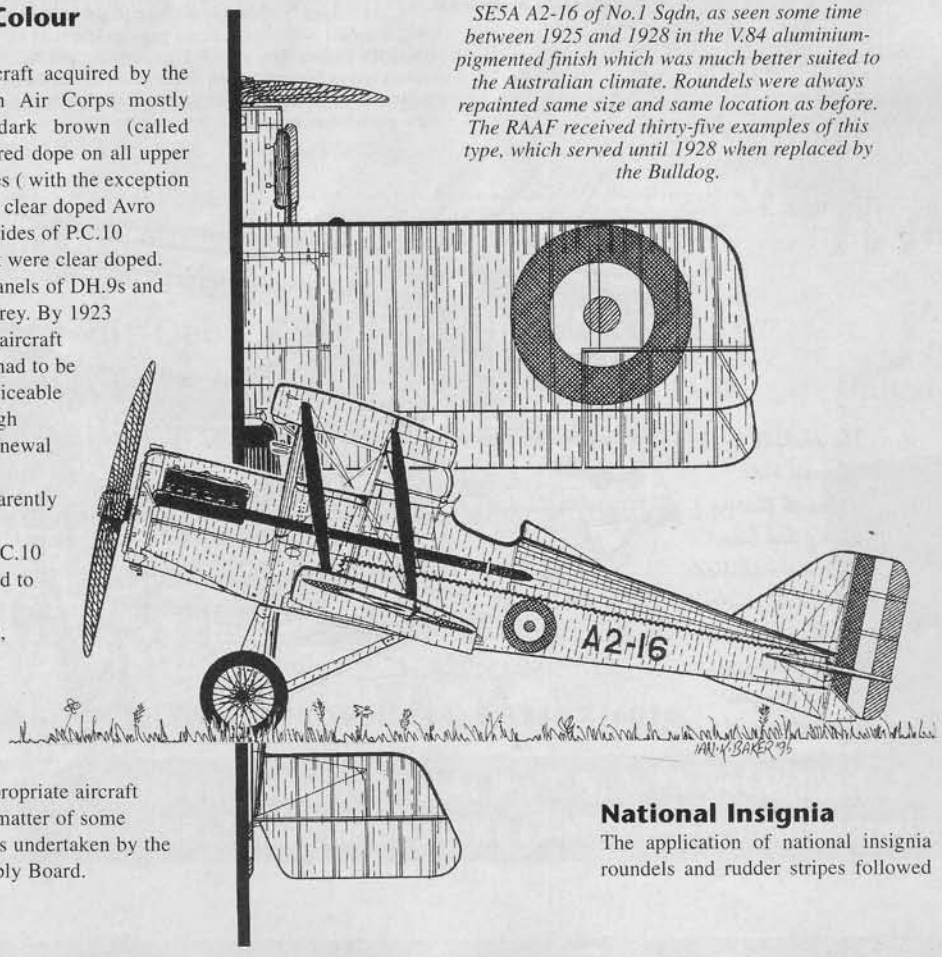


SE5A A2-13 of No.1 FTS as seen at RAAF Point Cook, 1921. P.C.10 finish, visible engine parts are probably black leaded, wing struts may have been black or varnished. Fuselage roundels were confined to the flat side surfaces and placed well forward to permit the largest possible diameter

The First Colour Schemes

Those first aircraft acquired by the then Australian Air Corps mostly wore P.C.10 dark brown (called "Khaki") coloured dope on all upper and side surfaces (with the exception of some overall clear doped Avro 504Ks). Undersides of P.C.10 finished aircraft were clear doped. The plywood panels of DH.9s and DH.9As were grey. By 1923 the majority of aircraft issued to units had to be declared unserviceable pending thorough overhaul and renewal of their fabric coverings. Apparently the stocks of Imperial Gift P.C.10 dope were found to become useless after some time, and efforts to reconstitute it were unsuccessful. Domestic sourcing of appropriate aircraft finishes was a matter of some priority and was undertaken by the Munitions Supply Board.

SE5A A2-16 of No.1 Sqdn, as seen some time between 1925 and 1928 in the V.84 aluminium-pigmented finish which was much better suited to the Australian climate. Roundels were always repainted same size and same location as before. The RAAF received thirty-five examples of this type, which served until 1928 when replaced by the Bulldog.



National Insignia

The application of national insignia roundels and rudder stripes followed standard RAF practice in positioning, size and proportions. Roundels on the dark P.C.10 coloured aircraft had a thin white outline. It should be noted that roundels on some of the first aircraft to be given overall 'silver' finished continued to have this thin white outline. A thin white roundel outline also continued to be a Supermarine 'house style' right through to the prototype Spitfire, and was to be seen on the RAAF's Southamptons and Seagull IIIs and Vs, along with similarly white outlined serials. Photographic evidence suggests that those white outlines were not reapplied when Seagulls were repainted.

The RAF specified a reversal of the order of its rudder stripe colours in August 1930; red was now to be the leading colour, followed by white and then blue at the trailing edge. In late October RAAF HQ Routine Orders announced this change, stating that "Units are to carry out the conversion as opportunity offers, but all aircraft must bear reversed colour marks (sic) by 1st January 1931".

Serials

It has been suggested more than once that the 'A' prefix to all Australian military aircraft serials stands for 'Australia', just as the 'NZ' prefix to RNZAF serials stands for "New Zealand'. That is not so. Rather it derives from a stores classification system in which alphabetical prefixes indicate various categories of equipment:

A = Aircraft
B = Engines
C = Motor transport
D = Hand tools
E = Armament
F = Photographic equipment
G = Nuts, bolts and screws

The first series of 'A' prefixes contained the aircraft of the 1920s , numbering only twelve types...

A1: DH9A
A2: SE5A
A3: Avro 504K
A4: Sopwith Pup
A5: Westland Wapiti
A6: DH9
A7: DH60 Moth
A8: DH50A
A9: Supermarine Seagull III
A10: Fairey IIID
A11: Supermarine Southampton
A12: Bristol Bulldog

The second series was started in 1935, but more of that later.

As early as June 1918 the RAN had been entertaining serious hopes for the creation of a separate naval air service. The navy's first three IIID seaplanes (at least) bore the serials ANA-1 to ANA-3. The prefix letters stood for 'Australian Naval Aviation'. But the government had already announced its decision that there

would be just one air force, controlled by a board which included naval and army members and in due course the presumptuous serial was expunged.

Serials appear frequently, but not always, to have been applied a little larger in size than regular RAF practice. They varied in style and were frequently placed a little further forward, approximately midway between the tailplane's leading edge and the rim of the roundel. Serials were applied in black against light grounds such as clear dope and V.84 (Aluminium), or white against dark grounds such as P.C.10 and marine varnish.

Through the late 1930s, serials were not repeated on the rudders of RAAF aircraft, nor were they worn on the undersides of the lower wings as they had been on RAF aircraft from 1927 (and even earlier in the case of Avro 504s).

Colour Schemes and Finishes

Colours for external finishing of RAAF aircraft listed in an early equipment standing order (No. 3, no date) were as follows:

Khaki (P.C.10) 'Nivo' (sic); Brown (P.C.12); Aluminium (V.84); Red (V.R.3); White (V.W.3);Blue (V.B.2); Black (V.BI.4); and Clear (V.114). The apparent mis-appellation of P.C.10 as 'Nivo' is a curious one, and one which this writer believes has given rise to some subsequent confusions. (Night Invisible Varnish Orfordness originated as an RAF night fighter finish devised in 1917, and known by its acronym 'NIVO'. Its colour was not the same as P.C.10. Nivo was used by the RAF until 1937 for an overall night bomber camouflage colour.).

British and Australian tests demonstrated conclusively that the silvery V.84 was superior in Australian conditions to P.C.10 as a protective finish. DH.9A aircraft being reconditioned in 1925 returned wearing V.84. A date for the official general adoption of aluminium-pigmented finish has not come to hand, but 'Silver' was certainly being phased in generally by the start of 1927.

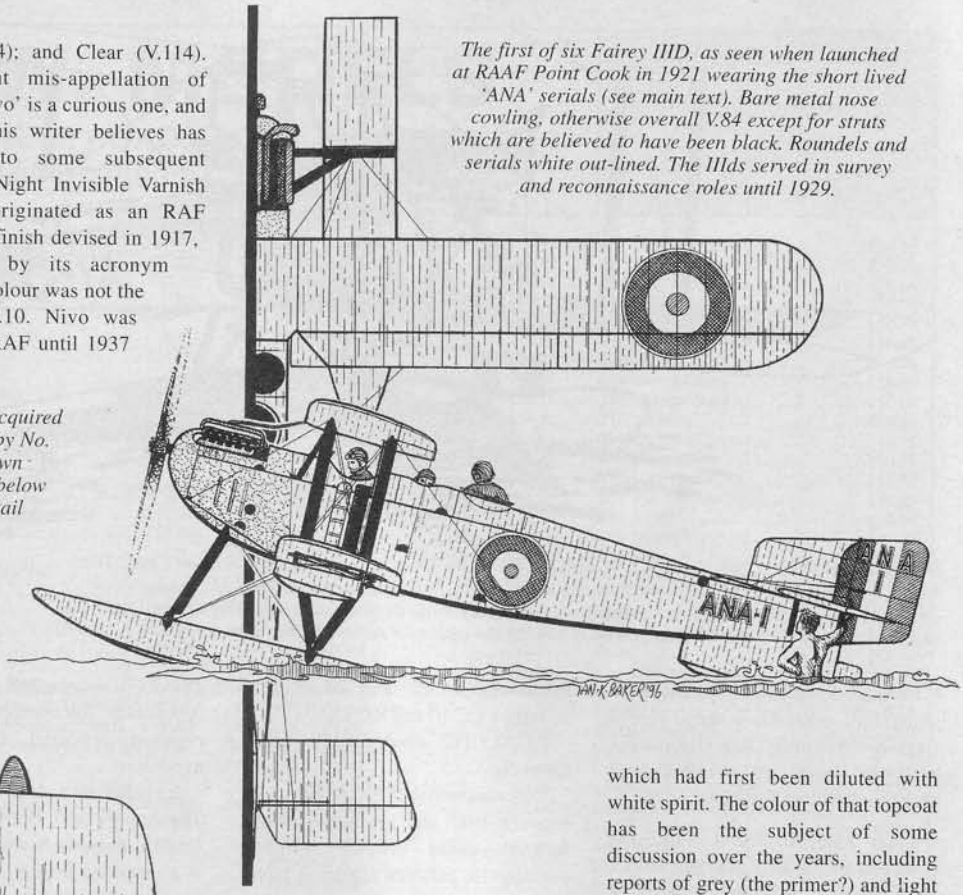
Until 1927, what was believed to have been an anti-fouling finish called "Paint, Anti-Rust Blue" had apparently been specified, but was now no longer available. Nothing is known to this writer about the colour or applications of that preparation. In 1931, US paint manufacturer Sherwin Williams produced "Enamel, White, Marine, for floats and hulls", which was adopted by the RAAF. But there must have been an earlier white finish used for this purpose as RAAF Southampton and Seagull III flying boats, with wooden hulls varnished to a glossy, rich red-brown appearance, appear in all photos wearing gloss white hull bottoms. Wings and tail surfaces were finished V.84 Aluminium.

Seagull Vs' metal hulls were given a grey primer, then the topcoat, followed by an application of lanolin which had first been diluted with white spirit. The colour of that topcoat has been the subject of some discussion over the years, including reports of grey (the primer?) and light blue. That the regular finish was Aluminium seems to be supported by the visual evidence of photographs. Wings and tail surfaces were finished Aluminium. Later, of course, these aircraft were camouflaged.

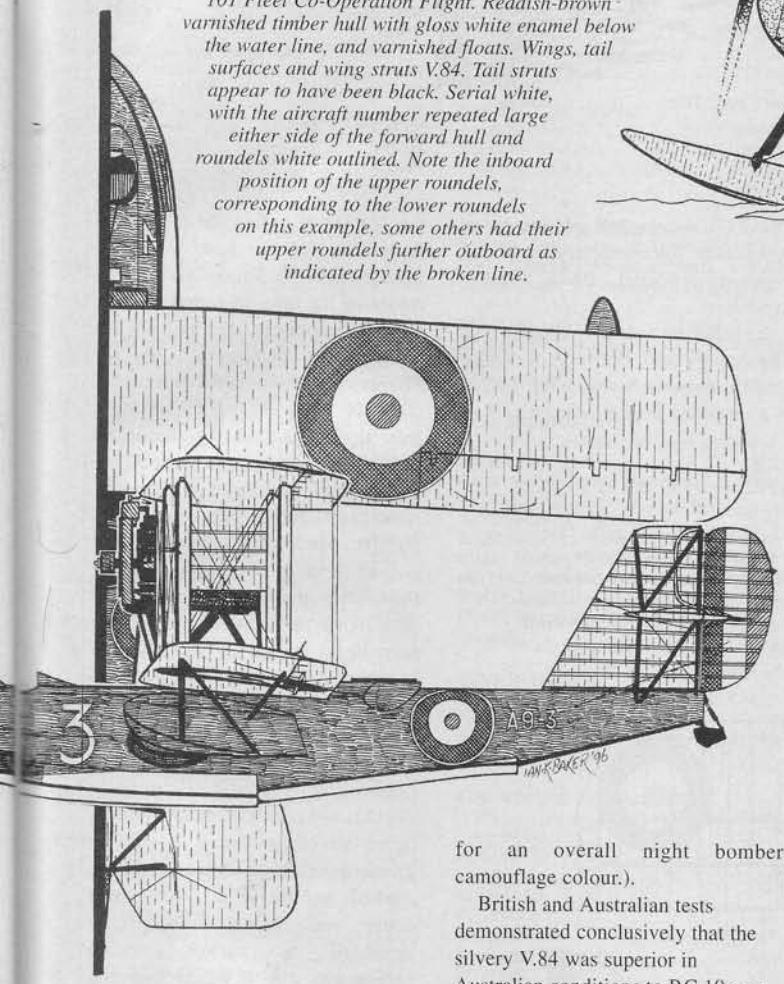
Aircraft General Instruction No. 35, Paints and Varnishes For Use On Aircraft, of January 1932, included the following. which may be of interest:-

• Enamel Ident.No.K3/75 Cellulose, Grey-Green D.T.D.63, for "interior of cockpits, metal fuselage members, tanks, cowlings, etc.".

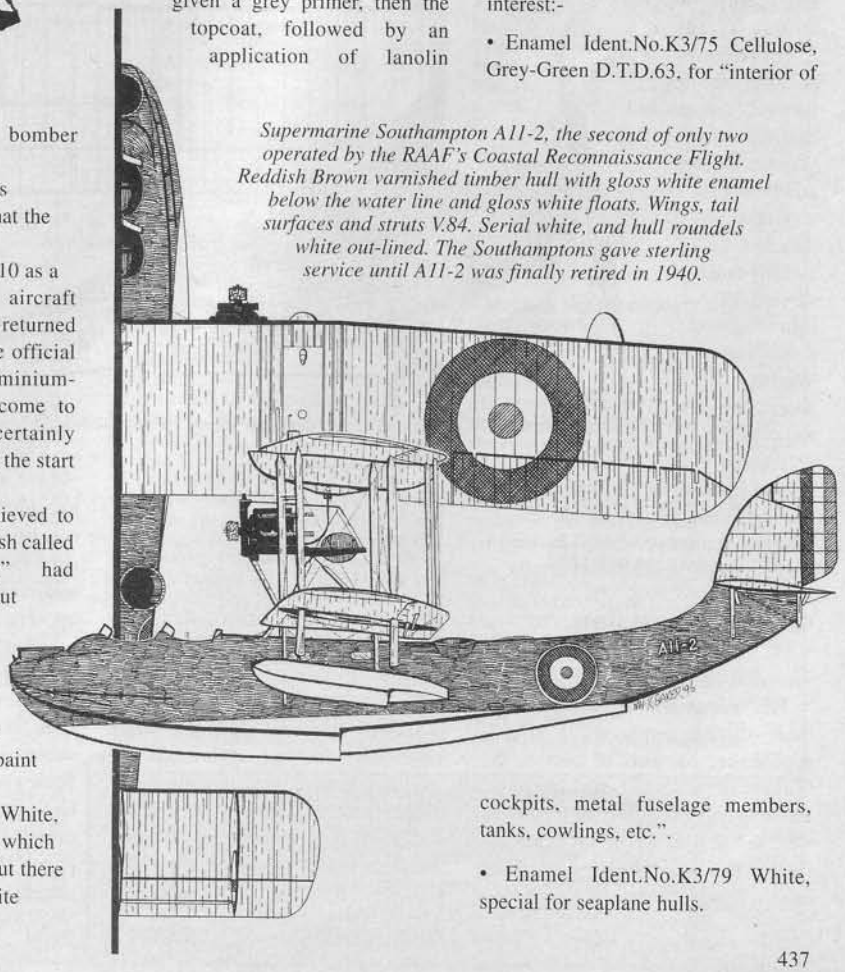
• Enamel Ident.No.K3/79 White, special for seaplane hulls.



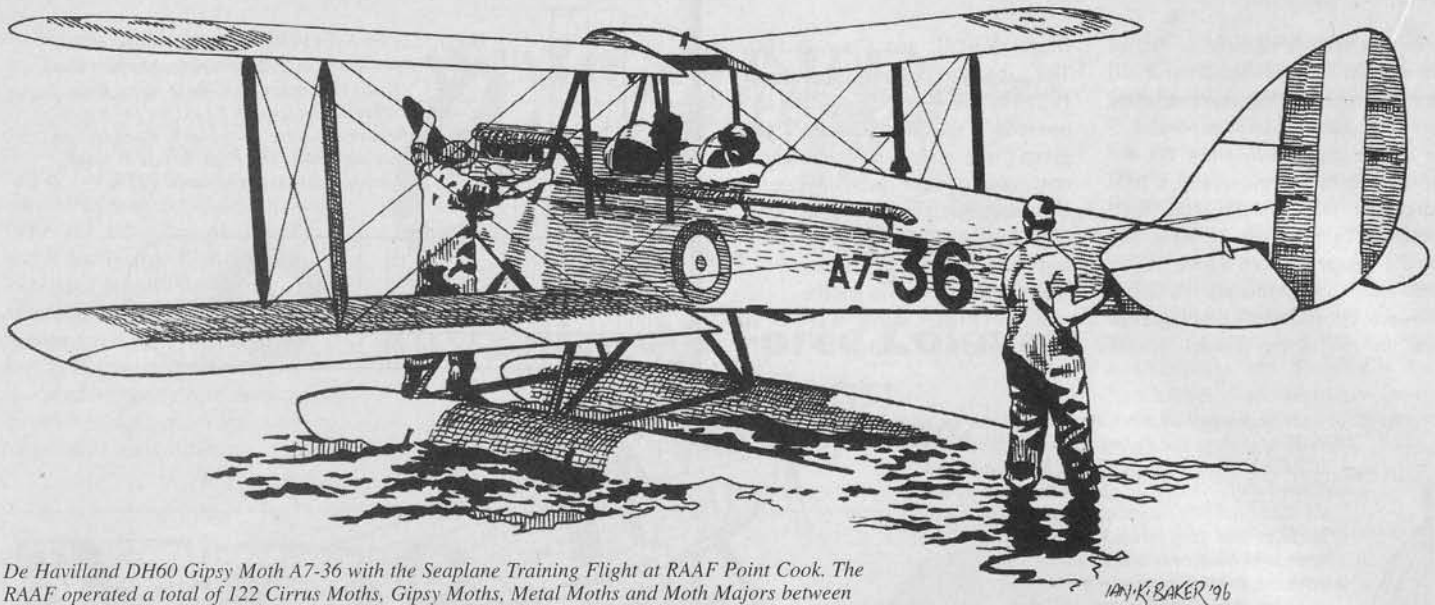
The first of six Fairey IIID, as seen when launched at RAAF Point Cook in 1921 wearing the short lived 'ANA' serials (see main text). Bare metal nose cowling, otherwise overall V.84 except for struts which are believed to have been black. Roundels and serials white out-lined. The IIIds served in survey and reconnaissance roles until 1929.



Supermarine Seagull III A9-3, the third of nine acquired 1926-27 to replace the Fairey IIIDs and flown by No. 101 Fleet Co-Operation Flight. Reddish-brown varnished timber hull with gloss white enamel below the water line, and varnished floats. Wings, tail surfaces and wing struts V.84. Tail struts appear to have been black. Serial white, with the aircraft number repeated large either side of the forward hull and roundels white outlined. Note the inboard position of the upper roundels, corresponding to the lower roundels on this example, some others had their upper roundels further outboard as indicated by the broken line.



Supermarine Southampton A11-2, the second of only two operated by the RAAF's Coastal Reconnaissance Flight. Reddish Brown varnished timber hull with gloss white enamel below the water line and gloss white floats. Wings, tail surfaces and struts V.84. Serial white, and hull roundels white out-lined. The Southamptons gave sterling service until A11-2 was finally retired in 1940.



De Havilland DH60 Gipsy Moth A7-36 with the Seaplane Training Flight at RAAF Point Cook. The RAAF operated a total of 122 Cirrus Moths, Gipsy Moths, Metal Moths and Moth Majors between 1926 and 1946. This one is overall Aluminium: the only thing distinguishing training aircraft until the late thirties was the common practice of enlarging the aircraft's serial number, as seen here

• Lacquer Ident.No.K3/76 Cellulose undercoat, Khaki, and K3/77 Cellulose finishing Dark Green were both for "lacquered airscrews and glued-on fabric of fuselages".

• Paint Ident.No.K3/69 Battleship Grey Flat BESA 4X 2, for "cowlings".

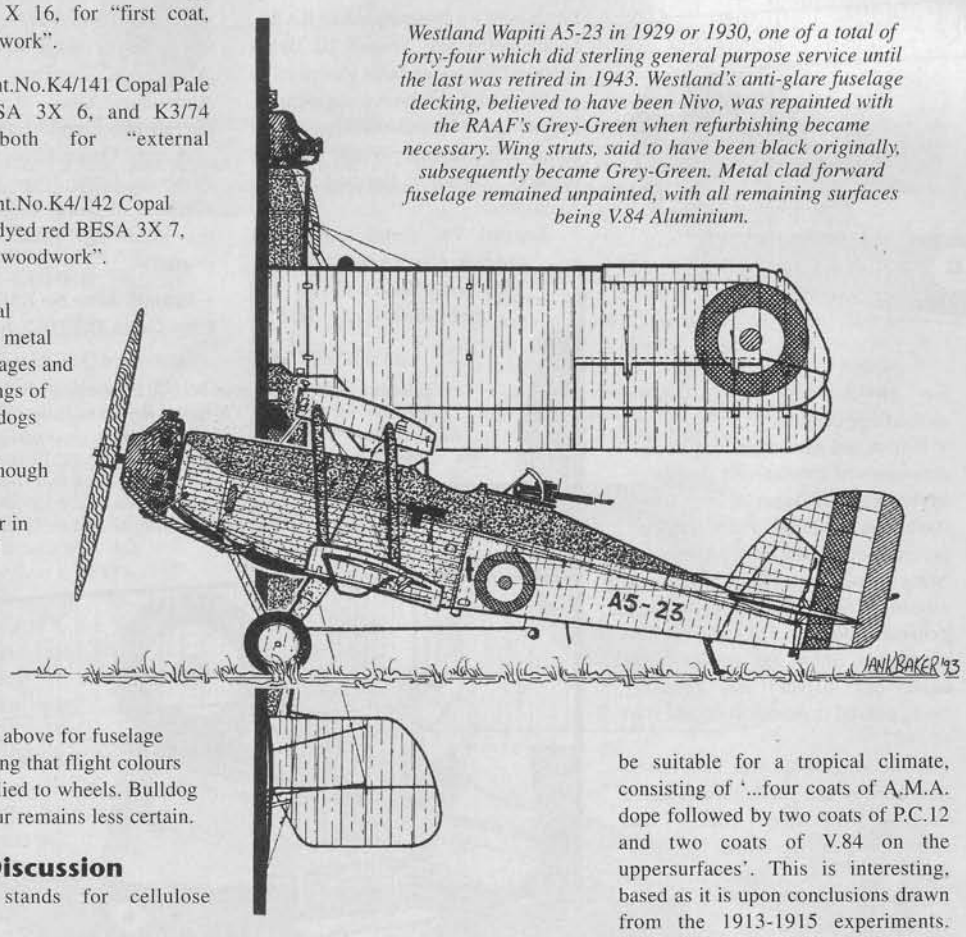
• Paint Ident.No.K3/66 Undercoating, Grey BESA X 16, for "first coat, painted woodwork".

• Varnish Ident.No.K4/141 Copal Pale exterior BESA 3X 6, and K3/74 Seaplane, both for "external woodwork".

• Varnish Ident.No.K4/142 Copal Pale interior dyed red BESA 3X 7, for "internal; woodwork".

The original polished bare metal forward fuselages and engine cowlings of Wapitis, Bulldogs and Demons continued although they became steadily duller in service. 1932 instructions concerning Wapitis specify the use of that grey-green enamel listed above for fuselage decking, adding that flight colours might be applied to wheels. Bulldog decking colour remains less certain.

Westland Wapiti A5-23 in 1929 or 1930, one of a total of forty-four which did sterling general purpose service until the last was retired in 1943. Westland's anti-glare fuselage decking, believed to have been Nivo, was repainted with the RAAF's Grey-Green when refurbishing became necessary. Wing struts, said to have been black originally, subsequently became Grey-Green. Metal clad forward fuselage remained unpainted, with all remaining surfaces being V.84 Aluminium.



Colour Discussion

V.84 ('V' stands for cellulose varnish).

This was an aluminium-pigmented clear varnish producing a silvery appearance, but not, of course, the brilliant silveriness of modern paints. Its excellent heat reflecting properties were already known in 1915, but the need for a low visibility finish to improve concealment on the ground meant that its use was set aside in favour of P.C.10 and P.C.12.

P.C.12 ('PC' stands for 'Protective Covering').

Experimentation carried out between 1913 and 1915 showed this formula could provide a good compromise between shielding fabric coverings from rot-producing ultra violet rays (a kind of brushed on shadow) whilst not absorbing an unacceptable amount of fabric slackening heat. The essential Spanish sourced colour dye in the mix produced a colour that has been described as chestnut red-brown in appearance. But apparently use of this pigment rendered P.C.12 rather expensive.

Included in a 1921 Schedule For The Supply and Delivery of Fairey General Purpose Seaplane Type III.D is a proposed doping scheme said to be suitable for a tropical climate, consisting of '...four coats of A.M.A. dope followed by two coats of P.C.12 and two coats of V.84 on the uppersurfaces'. This is interesting, based as it is upon conclusions drawn from the 1913-1915 experiments. Unfortunately there is no evidence to hand that this visually interesting scheme was actually applied. Somewhere along the way a decision had been made to apply V.84 as an overall finish, making the Australian Fairey IIIDs some of the first 'silver' service aircraft of either the RAF or the RAAF. It would seem that the Australian Navy had extensive discussions with Fairey and Cellon regarding the value of an overall V.84 finish. These discussions are believed to have also contributed to the Air Ministry's thinking on the matter.

P.C.10 was a cheaper compromise mix that also had the virtue of providing some camouflage effect. There can be much discussion nowadays about the colour of P.C.10. Modellers concerned for colour exactness must remind themselves the expression 'P.C.10' indicated a particular mix of certain ingredients, it was not the name of a specific colour. The colour was produced by the use of ochre darkened with a little lamp black. We have it on good authority the pigmenting ingredients initially (1916) used an orangish yellow ochre which produced a slightly greenish dark khaki appearance once applied, but by 1918 a red-brown ochre was being used which produced a darker, brown appearance. And it would seem the colouration of postwar P.C.10 was darker still, like BS.381C colour 499 Service Brown. An FS. colour match for this would sit midway between 30097 and 30040, rendered glossy.

Particular thanks to Colin Owers for generously sharing some relevant aspects of his researches with me. The valuable published researches of Ian Huntley and Dave Klaus inevitably underpin a work like this and must be acknowledged.

Ian K. Baker

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1/48 Typhoon by David Barbara

IPMS Scottish National Modelling

No one could have been unaffected by the tragic events which took place in the small Scottish city of Dunblane on the morning of 13th March 1996 and as a small expression of sympathy it was decided that the proceeds of the 1996 Scottish National Championships would be donated to the Dunblane Appeal. The support of a large number of traders, a record number of modellers, large attendances by the general public and hard work by a large number of individuals made this show the best ever and helped raise £1550 for the Dunblane Appeal. Thanks are due to all involved for their efforts.

The Albert Hall in Stirling has been the venue for the Scottish Championships since 1992 and as it is only four or five miles from Dunblane many of those involved with the show know the area well and it is hoped that this gesture of sympathy will help the community in some small way.

The competition and show were held over the weekend of the 27th and 28th April 1996 and included both an IPMS and an Open Competition well supported by modellers from not only Scotland but all over the UK. For the first time, the event became truly international with visitors from Northern Ireland, Lubeck and Bremnervoerde in attendance with, as usual, a good turn out of modellers from England.

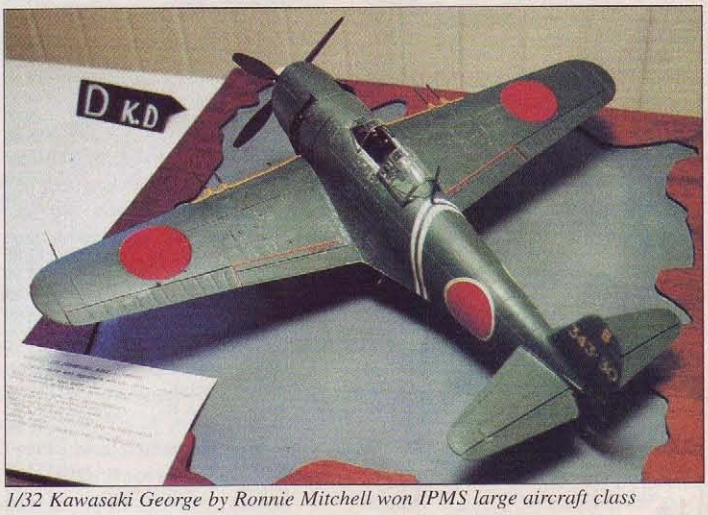
Aeroclub Lightning by Willie Wood of Stirling IPMS

1/72 Swedish Puma was Highly Commended

The event was also well supported by traders and special thanks are due to Bellrock Models and Scoonie Hobbies of Kirkcaldy for their support and assistance. Thanks are also due to Revell and Airfix for their continued support of the event by way of donating kits to the very successful prize draw held during the course of the weekend.

It was pleasing to see the event being supported by the majority of the Scottish model retailers and they all seemed to have a very profitable weekend. It was also nice to see ED Models, Aeroclub, Military World, Avia Imports and Beacon Models at the event. John Adams of Aeroclub, with his usual inimitable style held a modelling masterclass on a number of occasions during the weekend which were well attended and very much appreciated.

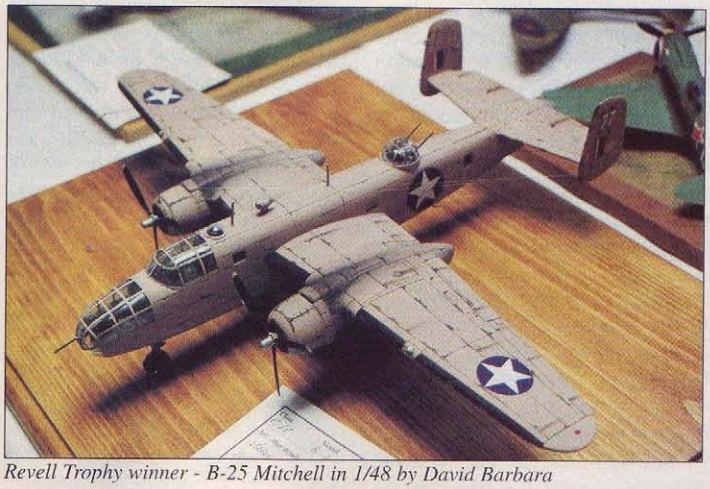
The IPMS Senior Best of Show was won by Jim Gibb for his scratchbuilt 'Pink Spitfire' which represented the nose art of a Gulf War Jaguar and was quite simply totally different to anything else on show. The award was presented by



1/32 Kawasaki George by Ronnie Mitchell won IPMS large aircraft class

AH-1T Sea Cobra in 1/48 scale by Neil Douglas of IPMS Glasgow

1/72 Hasegawa Orion built straight from the box by Willie Wood of Stirling IPMS



Revell Trophy winner - B-25 Mitchell in 1/48 by David Barbara

Special Marks Buccaneer in 1/72 scale by Gordon Milne

Championships 1996

Written by K. Herd
Photographs by D. Barbara

David Jane, President of IPMS(UK) and it was good to have him at the event once again along with other members of IPMS(UK) including Rob Sullivan, Richard Farrar and Ian Day. It is hoped that their long trips were worthwhile.

The standard of entries in the competitions was higher then ever and modelling certainly seems to be on the up and up especially amongst younger modellers who never ceased to amaze the adults with their skills, determination and unbounded enthusiasm. This has got to be good for the hobby as a whole.

It was also good to see so many clubs participating and members of these clubs willingly spending their time to talk to members of the public. Clubs in attendance included IPMS branches from Stirling, Leeds, Edinburgh, East Neuk, Tyneside, Glasgow and displays from Tayside, Aberdeen, Falkirk model clubs, the Air Training Corps and Central Scotland Fire Brigade.

IPMS special interest groups included the Swedish Air Force, Spanish Civil War and Finnish Air Force groups and three complete tables devoted to the F-4 Phantom as an individual display by Derek Powrie of Stirling Model Club.

The major trophy winners included Jim Gibb with his pink Spitfire for the Scratchbuilt Trophy, David Barbara with a 1/48 B-25 Mitchell for the Revell Trophy, Willie Wood with a 1/48 Hunter T8B for the Aeroclub Trophy and David Barbara once again with a 1/48 Hurricane Mk III in the Airfix trophy.

The dates for next years event have already been set for the 10th and 11th of May, 1997, any regular visitor should note this later date which was completely out of the hands of the organisers.

Freidrichshafen GIII won an IPMS class for L. Watts

Aeroclub Anson entered in the IPMS competition.

Modelling Bookshelf

Latest 'In Action' Title

The latest in the long running 'In Action' series of monographs from Squadron/Signal Publications is on the HU-16 Albatross.

The title comes in the usual format of fifty pages in landscape format. The cover and centre page insert are in colour, all the rest are in black and white. The title looks at the development, production and operational use of the type, which is the usual format of all the titles in the series. The text begins with a look at the earlier Grumman types such as the Goose and then there is a little mention of the XJR2F-1 Pelican. The development of the type starts with the SA-16A, moving on from SA-16A (HU-16A), SA-16B (HU-16B), HU-16B/ASW, HU-16B/R-1820-82 and HU-16B Triphibian. Each of these types is also shown in black and white side views on the initial page. Nice detail sketches of details such as the JATO pods, landing gear and sea rescue platform are included. The use of sketches also extends to side views to illustrate the differences between each type.

The centre page insert is in colour and it consists of ten side views of various types. These include an early SA-16A, an SAC and 354th TFW HU-16B, a two naval HU-16C (one being operated by the Naval Mission in Peru), a US Coast Guard HU-16E, an HU-16B used for ASR missions and piloted by Pan Am crews who were USAF Reservists, a Chinese Nationalist Air force HU-16A and a Spanish AF HU-16B/ASW .

The latter sections of the title look at the operational use of the type and foreign countries who operated the Albatross. The last section looks at a one-off HU-16 in the form of the radically modified Shin Meiwa Industries UF-XS test bed. This machine was used to test most of the radical designs incorporated in the Shin Meiwa PS-1 patrol boat and all I can say is ' when will someone produce a conversion for this machine..... lovely!'

Overall this is another excellent one-point reference source for the type. Although a book of fifty pages can in no way look in detail at the Albatross, this title goes a long way to showing you all the vital information. It is a title I can recommend to all and for £7.99 it is well worth adding to anyones book collection.

My thanks to Squadron Signal for the review sample. All Squadron titles are available in specialist book shops and selected hobby shops or direct from their importer:

Pocketbond Ltd, PO Box 80,
Welwyn, Herts, AL6 0ND.
Tel 01438 798593
Fax 01438 798616

Warbird Profiles by Aries

The name of Aries Publications may be new to many of you but I am sure that there are a few who remember a while ago that a new monograph on the A-26 Invader was listed by this company. This title has been around for a while now and it is well worth having. Recently the team at Aries have put together another title, this time all about the TBF/TBM Avenger and both of these titles made their way to us in the editorial office and most impressive they are too.

Starting with Warbird Profile No.1, which is on the A-26 B/C Invader, the book is in the familiar Squadron 'In Action' format of a laminated cover, landscape format title. Here the similarity ends however, as this monograph is forty pages thick and full colour throughout. What the title basically does is take a look at a preserved example/s and mix this with original photos and manual illustrations. In the A-26 title the preserved examples are at Canadian Warplane Heritage and the USAF Museum at Wright-Patterson. The title does not use a mass of text and in many ways it is similar in layout to Japanese titles such as Model Art and Aero Detail. The aircraft are covered, photographically, from front to back. Looking in every nook and cranny and on top of all that there are a wealth of clear black and white illustrations straight out of the workshop manuals.

The centre pages include a full set of 1/72nd scale views of the Invader and these are supplemented on the back page by a selection of views of early (8) gun or late (6) gun noses. This really is a superb title and one which is a must for all modellers as well as well worth consideration by any aviation historian. The amount and depth of information and the fact that it is in an easily digestible format (namely pictures!) will certainly make this a title for anyone to enjoy.

Having gone oh! and ah! over the previous title it was no surprise to find that the second Warbird Profile was just as good. The format is unchanged from the Invader title and the cover includes the excellent painting by Robert Taylor of Lt. George Bush's Avenger over San Jacinto.

This title uses just one preserved example, namely the BM-3 at the National Museum of Naval Aviation at Pensacola, Florida. The title starts with lots of photos and period illustrations of the Wright R-2600-20 engine of the type. This is followed by a look at the cockpit canopy, ammo boxes and pilot's seat, instrument panels, cockpit interior and gunners position. The book then spends quite a while in the guts of the Avenger with lots more photographs and period illustrations. The centre pages are once again scale plans but due to an error in printing these are not true to scale (we know how that feels - Ed!) and so a loose form included in the title allows you to order a replacement sent for just one IRC. The later part of the title moves to the exterior of the type and then looks at the bomb-bay area. Here period illustrations show you all the various ordnance loads the type could carry. The last sections of the book look at the undercarriage area and then gives side view illustrations of a Pacific or Atlantic theatre Avenger.

Modellers will be pleased to hear that the last few pages are used to review all currently available kits of the Avenger, with the exception of the Accurate Miniatures example (it was not released at the time this title was compiled). Once again this is another superb title from Aries and considering it is only their second, all the more impressive.

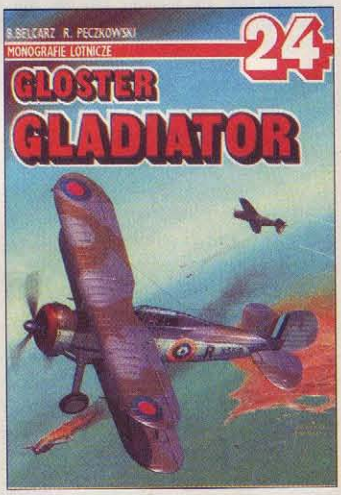
I do not have a price or source in the UK for these two titles. However if you require a copy either badger your local book seller to stock it or contact the company direct at:

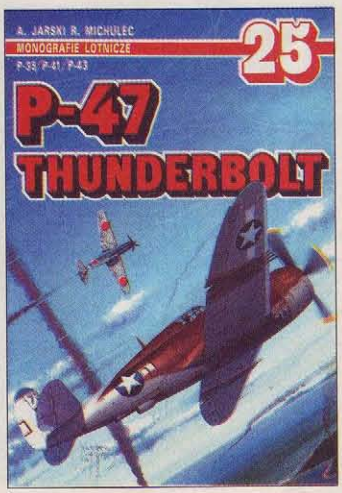
Aries Publications, 353 DR.
Thauvette Vaudreuil, Quebec,
J7V 6Z4, Canada.

My thanks to Aries Publications for the review samples.

3 New Polish Monographs

The company of AJ Press will be familiar to many of you as they produce excellent monograph titles on aircraft. This Polish company usually release a title in their natural language first and if it proves popular it is later translated into English. Three of the most recent titles have made their way to us courtesy of Books International and they cover a Polish, British and American type respectively.





Starting with the Polish type, this is the PZL P.23 'Karas'. The title comes in the usual sixty-four page format plus a full colour laminated cover. The inside front cover has colour side views of five machines including two Rumanian and one captured by the Germans. The text itself is not much use to UK readers as it is in Polish, however the photographs are well worth it. The book obviously follows the development and production of the type and there are lots of black and white photographs to help you along. There is a myriad of pictures showing the type in operation with the Polish Air Force and it is amazing to see the number and diversity of the squadron insignias at this time. As the text obviously goes through the fall of Poland the pictures start to depict more and more crashed and smashed P.23's. The centre four pages are a separate full colour insert and these are covered in no fewer than sixteen aircraft in both side view and four view layouts. All of the squadron badges used by P.23 squadrons are also included along the base of the centre pages and having just received the new decal sheet for this type from HitKit (See last months decal reviews) I can appreciate the colourful nature of the type.

The latter section of the book includes pictures of more crashed machines and then it moves onto the types use with other Air forces, such as Hungarian and Rumania. The last two sections of the book look at camouflage and markings and technical details. The marking information includes the correct style, size and position of the national insignia etc and this is followed by no less than five pages of 1/72nd scale plans. Every type from the P.23/I prototype to the PZL P43B. These plans will be a real bonus to anyone making the Heller kit. The last section however is my favourite as it has loads of clear interior photographs and diagrams. Every inch of the interior is covered and these are backed up with two pages of huge (1/36th) scale cutaway drawings of the P.23B. The inside back cover also has a smaller version of a 1/4 starboard rear view of the type which is also in cutaway form but also has the added benefit of full colour.

What can I say about this title other than if you like the subject matter do not be put off by the Polish text, buy it!

Next comes the British type, and what a choice of subject, the Gloster Gladiator no less.

The edition only has fifty-four pages plus the colour jacket this time, but it is still crammed with information. The inside front cover depicts four Gladiators in full colour and the text runs through the usual prototype-development-production format with lots of pictures to illustrate the facts. Five pages before the centre you are confronted with a superb collection of 1/72nd scale plans of the type. These plans range from the Gloster SS.37 (Gladiator prototype) to the Finnish version with skis. The plans are divided into two pages of side views, two of plan views and one of front views, so you get a good selection. The centre pages are once again a colour insert and they contain eight colour side views, (including a captured example) plus two four view examples in the centre. These four-view sets deal with a Sea Gladiator (NN5519) and a Mk II operated by Finland (GL-273).

The text then goes on to deal with the types operation by many nations and this is followed by the technical section. Here you get lots of clear black & white interior shots of the Shuttleworth's example. All of it is of great use to the modeller and this is followed by some construction diagrams from Flight magazine and a 1/36th scale cutaway side view and cockpit interior detail. The inside back cover offers four more colour schemes and the outside back cover has a nice forced perspective view of the cockpit interior in full colour.

Being someone who can appreciate the beauty and grace of the Gladiator I for one am most impressed with this title. Don't be put off by Polish text as the artwork and plans alone are worth the asking price.

The last title is all about the tubby Republic Thunderbolt, an aircraft whose ample proportions mirror my own ever-increasing girth! The title really deals with not just the P-47 but the Seversky P-35, P-41 and P-43 all predecessors of the type.

The format is the same as the other two and there are fifty-two pages in this edition. The inside front cover artwork depicts a Seversky 2PA-B3 in Japanese livery, a P-35 of the 31st PS, P-35A, EP-1 (Swedish), P-43A of the 1st PS and a P-43A operated by the Chinese. The title once again follows the development and use of the P-35 thru 47 lineage and it starts with a very sexy (whoop's a 'Mitcherism') SWV-3XAR float plane. The P-35 and later P-43A Lancer are then dealt with and there are lots of good black and white photographs to illustrate the text. The text then moves on to the P-47 and there are lots of pictures of the type from XP-47A to the P-47N. There are also oddities like the ski equipped P-47G-1-CU, XP-47E and Allison powered XP-47H and XP-47J.

The centre spread is once again a colour insert and there are side views for six machines on the first and last pages with three and two-view schemes for a further three machines in the middle.

At page thirty-five you will be confronted with the first of no less than thirteen pages of 1/72nd scale plans! These plans deal with the type from the SEV-3 to the P-47C. Most are side views but three and four view s of the P-43A-1, P-47B and P-47C are also included. The last section of the title looks at camouflage and markings for the type and the inside back and back covers contain colour side views for a further twelve machines.With the profusion of P-47 kits due in the next few months this title will be invaluable and all I can hope is that it may stimulate an injection moulding company to make a 1/72nd and 1/48th scale kit of the lovely little P-43A Lancer.

The P.23 and P-47 titles cost £7.99 each whilst the Gladiator one is a little more at £8.99. Each title is most highly recommended and they were kindly supplied for review by Books International. The range is available from them or via specialist book shops and if you want to get in touch with Books International then give a ring on 01252 376564 or fax them on 01252 370181.

My thanks to Books International for the review samples.

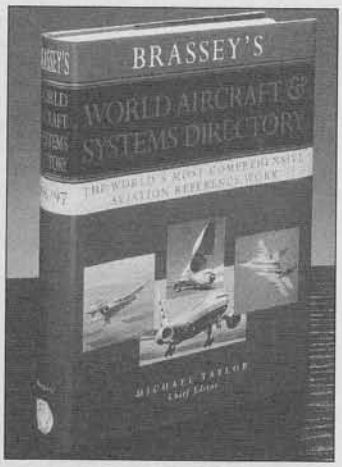
Brassey's Guide

If you have ever sat and wondered about any topic in relation to modern aviation then I am sure that a comprehensive one-point reference source would be high on the wants list. To that end Brassey's World Aircraft & Systems Directory 1996/97 is just what you have been waiting for.

This new comprehensive guide to all things to do with modern aviation is a mammoth information source. The title is produced as a very large, very thick, hardback book measuring 23.5cm x 31cm. There are 672 pages and the topics covered are broken down into sub-headings. These sub-heading categories are:

Combat Aircraft; Reconnaissance, Electronic and Special Mission Aircraft; Airliners, Freighters & Tankers; Helicopters & Autogyros; General Aviation (business, agricultural, light transport, piton-engine training aircraft); Recreational Aircraft; Gliders & Motorgliders; Buoyant Aircraft (airships); Engines (civil and military); Missiles; Airborne Radars; Airport Runway Bearing Systems.

As they would say, 'I think that covers everything!'. The team which have put this title together are very well established in the aviation world with former Assistant Editor of 'Jane's All the World's Aircraft', Michael Taylor as Chief Editor. The end product is therefore a very concise (not in size!) volume which will be of use to aviation historians and modellers alike.



Although modellers are not likely to be doing in depth research on recreational aircraft or aircraft bearing systems the title does contain a wealth of information that is both narrative and illustrative. The narrative side is of course dimensions and specifications of all the current aircraft types and this also includes such useful information as the type of ejection seat fitted and the countries which use/used the type. Think about this in a modelling sense and you will see how useful that sort of information on all current types would be. The text is, of course, interspersed with pictures and some very useful sketches and works drawings. These sometimes include cockpit interiors and we all know how much modellers love cockpit interior detail!

Overall this is the most comprehensive title you are likely to find anywhere and it is going to be very well thumbed here at Scale Aviation Modeller as I can already think of numerous occasions in the past where I would have dearly loved to have had such a source. The only drawback to such a large and comprehensive title is the price, which is £65.00. I don't think many will be rushing out to buy a couple but when you think about the cost of all the information it contains in separate, specialist books, I am sure this new book would work out cheaper.

If you want an 'ultimate' guide buy this one, if you can't think of a joint christmas and birthday present then here it is and if you just want a book which will be a superb guide to all your modern aviation questions then you will not find a better one.

My thanks to Brassey's (UK) Ltd for the chance to see this title. If you want a copy it is stocked by most specialist book shops and I have already seen copies at The Aviation Bookshop and Midland Counties Publications to name but two.

Readers Classified Advertisements

For Sale

• **IPMS (UK) MAGAZINE,** August 1967 to date. Plastic Aircraft Modelling and Plastic Kit Constructor Vol.1 No.1 (April 1973) to date, Profiles 1 - 262 complete with binders. Contact Jim Fraser on 01968 672628.

• **RARE REVELL ILYUSHIN** Il-4 1/72nd scale, also Airfix, Frog, Matchbox, Leoman and Testors kits, mostly 1/72nd scale. Contact Howard Pizzey on Thetford 755955 or write to 26, Redgate, Thetford, Norfolk. IP24 2HA

• **MONOGRAM USN** & Marine Corps Colour Guide Vols 1-4, mint condition £100 plus postage. Contact P.Starkings, High Lawn, High Close, Rawdon, Leeds. LS19 6HF, Tel 0113 2502702.

• **NINE SQUADRON** Signal 'In Action' titles, £4.50 each, 'Classics, US Aircraft of WWII' £8.00 and 'RAF Bomber Command and its Aircraft 1936-40' £7.00. Contact A.Leake on 01782 330247.

Wanted

• **GLOSTER GLADIATOR** enthusiasts I need the Airwaves Gladiator accessory pack AC72109 (x4) plus the Heller/Encore 1/72nd scale kits. Photographs and information on Pat Pattle also required. Contact Peter Le Sueur, PO Box 21311, Valhalla, South Africa.

• **GARY NUMAN;** photographs of Gary's Harvard in old and new markings. Any other info would be appreciated for modelling project. Also Tornado GR1, F2/F3 and IDS. Photographs, close-ups for serious Tornado collector. Also XI Squadron info/photo's etc. Contact Mark on 0114 2753145.

• **1/72ND SCALE SPITFIRE** modeller requires info/close-up photographs for serious modelling project. Contact John Freeman on 0114 2753145 with details.

• **AIRFOIL MAGAZINE** with 'Last of the Luftwaffe' in (except No's 4 & 5 which I already have). Contact B.Hodgson, 116 Cross Lane, Bradford 7, West Yorks. BD7 3LB.

• **MONOGRAM 1/48TH** scale P-40B Tiger Shark (Kit No 5209). Wife accidently melted wings and undercarriage, hence very upset! Contact Andy at 16, Rock Gardens, Dagenham, Essex RM10 8JB, Tel 0181 593 6808 and make me happy again.

• **UNMADE B/CAL A310** (Revell), B/Cal or AA DC-10 (Airfix), and BA Boeing 767 (Revell). Also any B/Cal 1/144th decals. Any other 1/144th airliners or decals considered. Contact R.Ugolini, 128 Ashcroft Road, Ipswich, Suffolk IP1 6AE.

• **BACK ISSUES** of Scale Aviation Modeller: Vol 1, issues 1, 2, 3, 4, 6, 7 & 8. Contact Gene Korotky, 11400 N.Oklahoma, Oklahoma City, OK 73114 USA. (Internet: SPEEDY@ICON.NET).

• **WINDSOCK DATAFILES;** No 18 - FE2b, No 23-Hannover CLII and No.27-Halberstadt CLII. Contact Peter Young on 01223 514045 or write to 3, Burgess House, Histon Road, Cambrideg. CB4 3LJ.

• **PART NO 3** (RH Fuselage half), Pt No's 7 & 8 (LRDA Nose halves) and decal sheet from Matchbox kit No PK123, Vickers Wellesley. Unused parts prefered. Contact via the Editor on 01234 216016.

Forthcoming Events

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. Write to the editorial address on page 195. We will continue to run your notice until the event is held, space permitting.

• **SCOTTISH PLASTIC** Modellers open Day will take place on the 22nd June 1996 at Cupar YM/YMCA, Cupar, Fife from 10am to 4pm. There will be kit building demonstrations, a buy/sell/swap kit and book area, diecast and toy swapmeet and numerous club and trade stands. There will also be a unique collection of built models depicting the history of British kits from 1950 to 1980. Contact Dave Montgomery on 01334 652439 or Brian Murray on 01334 655131 for details.

• **"IT'S A SMALL WORLD 96",** organised by the Lordwood Model Club and Revell (GB) will be held at the Queen's Hall, Rochester Corn Exchange, High Street, Rochester, Kent on the 29th and 30th June 1996. The show will feature a large exhibition and trading area as well as a competition. For further details, contact Mr Dominique Jadoul, 12 Charter Street, Chatham, Kent ME4 5RJ (Tel: 01634 841504 after 6pm).

• **THE LYDD CLASSIC** Airliner Fly In and Classic Car Drive In will be held on the 30th June 1996 at Lydd Airport, Kent. For more details please ring 01737 822200.

• **IPMS AVON** are pleased to announce their seventh annual model show and competition will be held on Saturday 3rd August 1996 at the Bath Pavillion, North Parade, Bath. Open from 9.30am to 5.00pm there will be thirty clubs and a similar number of traders as well as competitions, Tombola, raffle and the usual high standard of catering to ensure a good day for all. In addition the beautiful city of Bath is just a short walk away. A multi-storey car park is adjacent to the venue. For details contact Steve Larkin, 173 North Road, St.Andrews, Bristol BS6 5AH Tel 0117 9245850.

• **THE AERO SPACE** & Vehicle Club is holding its annual Model Show and competition at the Community Centre, Church Road, Wombourne, Wolverhampton on the 8th September 1996. The event is open from 10.30am to 4.30pm. For more information, please contact Mr John Van Leerzem 163, Bells Lane, Stourbridge, West Midlands Tel 01384 278600 or Mr Norman Robinson, 10, Otterburn Close, Heath Hayes, Cannock, Staffs. WS12 5TW tel 01543 276025. Please enclose a SAE with all enquires.

• **SUTTON COLDFIELD** Model Makers' Society present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact; Mr R.Day (Hon Sec) "Ashgrove", Didgley Lane, Fillongley, Coventry. CV7 8DQ.

• **WALLINGFORD IPMS** Second Model show at the Regal centre, Wallingford, on Sunday 22nd September 1996 10.30 till 4.30. Admission £2.00 for adults and £1.50 for children and O.A.P's. All proceeds to the Handicapped Childrens Toy Library. For further information contact George Clark, 7, Station Road, Wallingford, Oxon or phone 01491 837124 (daytime only).

• **SUNDERLAND SCALE** Model Club annual show is to be held at Fulwell C.A Centre, Chapman Street, Fulwell, Sunderland, Tyne-Wear on Sunday 29th September 1996 from 10.00am to 4.00pm. Open competition, trade stands, bring & buy etc, plus refreshments and RNLI stand. Enquires to Dennis Walton, 45 Ferryboat Lane, Sunderland, Tyne-Wear. SR5 3RD Tel 0191 5480744.

• **MILDENHALL PLASTIC** Model Club annual model show will be held at the Bob Hope Recreation Centre, RAF Mildenhall on Sunday 6th October 1996. Entrance is free, club and trade stands plus refreshments. For more details contact Jeff Hickford on 01223 503551.

• **THE IPMS NATIONALS** will be held at Donington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

• **SPECIAL EVENTS** to celebrate the 20th anniversary of the Sutton Coldfield Model Makers' Society. All events will be held at the Sutton Coldfield Library starting at 7.30 pm and admission will be. 50p. The following event is planned on 26th June - John Adams of Aeroclub talks about aircraft and other subjects close to his heart.

Clubs & Societies

• **YORK PLASTIC MODEL** Society meets the third Friday of each month at Osbaldwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information.

• **TAYSIDE MODELLING** Society. Meet Friday evenings monthly. Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **LORDSWOOD (JUNIOR)** Model Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MODELEXE - EAST DEVON** Model Club now meets the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **THE CLACTON-ON-SEA** Branch of the IPMS meets on the second Monday of each month at the Brotherhood Hall, St Oyath Road, Clacton from 7.30pm onwards. For further information contact Peter Terry 42, Valley Road, Clacton-on-Sea, Essex or Tel 01255 428653.

• **"FAMAS"** (pronounced "Famous') bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to; FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

• **THE CHILTERN SCALE** Model Club (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Why not come along, everyone is welcome. For more information contact the club secretary, Dave Burlison at 26 Leaves Spring, Stevenage, Herts. SG2 9BR.

• **NORTH STAFFS MODEL** Club meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH ESSEX MODELLERS,** a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

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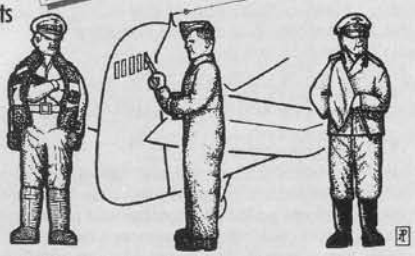

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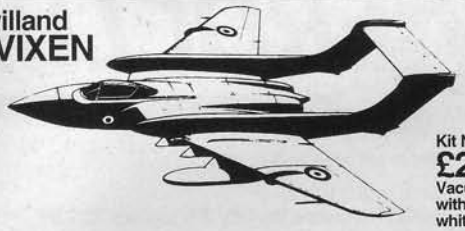

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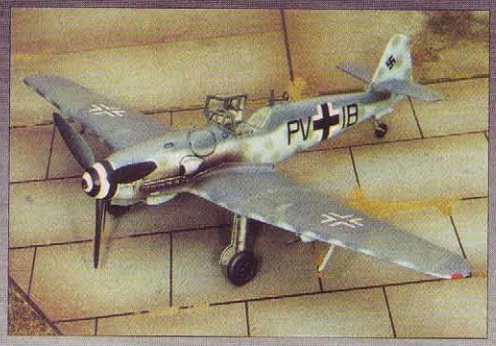

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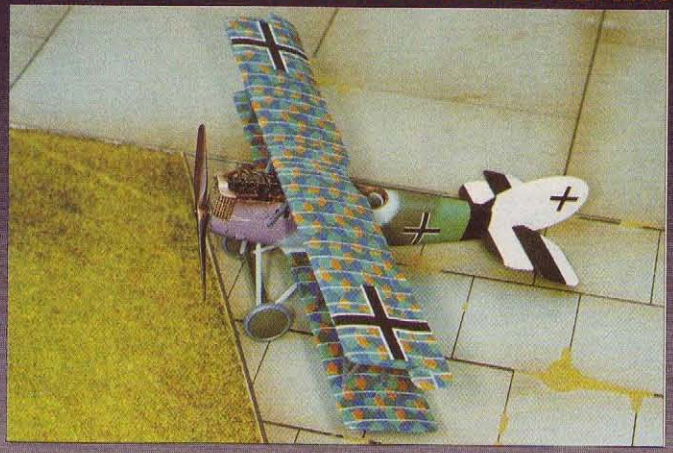

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+ 4816	Ju-88 Fug350 Covered Morgenstern and Rudder Extension(Dragon)	4.95
+ 4817	Ju-88G-10 Fuselage and RudderExtension (Dragon)	7.70
+ 4818	Ju-88 Mistel S-3C Conversion (Dragon)	13.99
4819	P-51D/K Flaps (Hasegawa)	4.40
4820	Tornado Front Fin Correction (Italeri)	2.99
4821	Tornado F3 Wing Pylon, AIM-9 Rails Chaff Dispensers	4.99
4822	6 x 0.50" Brownings (Fixed type)	3.30
4823	6 x 0.05" Brownings (Flexible type)	3.30
4824	F-4-1 Conversion P-38E Airframe (Hasegawa)	3.30
4825	F-4A Conversion P-38E/F Airframe (Hasegawa)	3.30
4826	F-5A Conversion P-38G/H Airframe (Hasegawa) F-5B Conversion P-38J Airframe (Hasegawa)	3.30 3.30
4827	F-5C Conversion P-38J Airframe (Hasegawa) F-5E Conversion P-38J/L Airframe (Hasegawa)	3.30 3.50
4828	F-45G Conversion P-38L Airframe (Hasegawa)	4.50
4829	P-38 'Dropsnoot' Conversion P-38 Airframe (Hasegawa)	4.75
4830	P38 Pathfinder B.T.O. Conversion P-38 Airframe (Hasegawa)	4.75
4831	P-38M Nightfighter Conversion P-38L Airframe (Hasegawa)	4.99
4832	P-38 Flaps	6.99
4833	P-38 Open Gun Bay (Hasegawa)	5.75
4834	2 x Jaguar MB MK.(Seats	4.75
4835	Jaguar Afterburners,Chaff Dispenser, Cannon Bulges	4.40
4836	Jaguar Flaps and Slats	5.50
4837	Jaguar Bulged Wheels	3.30
4838	Jaquar Vinten Recce Pod	4.40
4839*	Mosquito.303 and 20mm open Gun Bays (Airfix)	8.99
4808	Tornado Afterburners	3.99
4840	Mosquito Flaps (Airfix)	4.40
4841	Mosquito Molins conversion Tse-Tse (Airfix)	3.30
4842*	Mosquito Two Stage Merlins (Airfix)	7.99
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4844	Mosquito "Thimble" Radome	2.99
+ 4845	Me-110C/G Open Gun Bay	5.50
+ 4846	Fw-190S5/S8 Two Seat Conversion (Dragon)	6.75
+ 4847	Ju-88 Fuhrungsmachine (Dragon)	21.99
4848	PB-1W Conversion (B17G)	13.99
4849	YB-40 gunship conversion (B-17F)	14.99
4850	B-17 BTO 'Mickey' Radome	3.30
4851	B-17E Conversion	13.99
4852	B-17 Crew Access doors	3.50
4854	2 x Buccaneer MK.6 Seats	4.75
4855	8 x RAF 60lb Rockets	4.40
4856	2 x 270 Ltr Fw-190 Overwing Tanks	4.75
4857	Avro Lincoln Conversion	TBA
4860	KB-29P Conversion	TBA
4861	B-29 Hamilton standard Props	8.99
4862	B-29 Flaps	TBA
+ 4863	Do. 335 B2 Zerstorer Conversion	TBA
+ 4864	Do. 335 B4 Extended Heinke Wing Tips	TBA
+ 4865	Do. 335 B6 Night freight conversion	TBA
4866*	S-3 Viking Wing and fin Fold Mechanisms	TBA
4867*	A-6 Intruder/Prowler Wing Fold Mechanisms	TBA
4868	Mosquito Prototype Conversion	TBA
4870	Mosquito Bomber Nose conversion (Airfix)	6.50
4871	Mosquito NF XV Conversion (Airfix)	16.99
4872*	Sea Mosquito TR33 Conversion (Airfix)	7.99
4873	Mosquito P.R. Canopy	2.20
4874	Mosquito Bulged Bomb Bay	3.75
4875	Mosquito Bulged Camera Bay	3.99
4876	Mosquito 'Twin Highball' conversion (Airfix)	10.99
4877	Mosquito 50 gal. Tanks	2.25
4878	Mosquito 100 gal Tanks	2.50
4879	F-105 Thunderchief Flaps and Slats	6.25

1/48 Scale cont

4880	F-105 Thunderchief Open Gun Bay	3.60
4882	Buccaneer Flaps	2.75
4883	Buccaneer Bulged Wheels	3.30
4884	MIG 21 Fecce Pod Type D	TBA
4885	MIG 21 Feece Pod Type R	TBA
4886	F-4 Phantom Flaps	2.99
4887	RF-4B/C/E Conversion Early Profile (Hasegawa F-4B/C/E)	12.25
4888	RF-4B/C/E Conversion Late Profile (Hasegawa F-4B/C/E)	12.25
4889	Israeli RF 4ES 'Peace Jack' Nose (Hasegawa F-4E)	5.25
4890*	OV-10A Bronco Update (Testors)	22.99
4891*	OV-10D Bronco Conversion (Testors)	25.99
4892*	RAF 100 Group Lancaster, Stirling, Halifax(Airfix)	5.50
4893*	RAF 100 Group B-17G and B-24M/J Conversion	8.75
4894	A-6 Intruder/EA-6 Prowler Laps, Slats, and Wing Tips Air Brakes (Monogram/Revell)	14.30
4895*	RAF Jaguar T.2 Conversion (Airfix)	18.99
4896	A-26 Invader Six Gun Nose	4.70
4897	A-26 Invader Eight Gun Nose	4.70
4898	A-26 Invader Open Gun Bay (Eight Gun Nose)	7.70
4899	A-26 Invader 'Pathfinder' Nose	4.40
48100	A-26 Invader Flaps	6.70
48101*	A-26A Counter Invader Conversion	19.99
48102	A-26 Invader Lower Turret	3.30
48103	B-17 Flaps	8.99
48104	B-17 Open Bomb Bay	14.99
48105	B-17G Cheyenne Tail Turret (Monogram)	3.60
48106	B-17H/SB-17G Conversion (Monogram)	21.99
48107	s-3 Viking Flaps and Slats	TBA
48108	Lancaster Merlin 85s and Nacelles	TBA
48109	P-17 Open Gun Bays (ARIII)	TBA
48110	P-51B/C Mustang III Conversion (Accurate Miniatures)	12.99

1/32 SCALE

3201	P-51 D Cockpit Interior (Hasegawa)	11.99
3202	P-51 Cockpit Flaps	4.99
3203	F/A 18A,F/A-18C,CF-18 Conversion (Hasegawa)	22.99
3204	SJU-5 F-18 Seat	5.99
3205	F/A-18 AN/AAS-18 FUR Pod	5.99
3206	F/A-18 AM/ASQ 73 LS7/SCAM Pod	5.99
3207	F/A-18 Bulged Wheels	6.99
3208	F/A-18 Drop Tank	6.99
3209	F-4E/F/G Phantom Inboard Extended Slats	TBA
3210	F4 Phantom M8 MK 7 Seats x 2	11.99
3211	Mosquito Two-Stage Merlins	TBA

NEW RELEASES!!

7207+	SB-29 Conversion	9.99
4853+	S-3 Viking Bulged Wheels	3.30
4858+	B-50 A/D Conversion (B-29)	65.99
4859+	SB-29 Conversion	17.99
4869+	Mosquito Narrow Blade Props & Spinners	3.99
48107+	S-3 Viking Flaps and Slats	14.75

* Indicates etched brass parts are included. + Indicates new item

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1002 Semi-Gloss Clear
1003 Flat Clear
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1010 RLM 02 Grau
1011 RLM 04 Gelb
1012 RLM 21 White
1013 RLM 22 Black
1014 RLM 23 Red
1015 RLM 24 Blue
1016 RLM 25 Green
1020 RLM 27 Gelb
1021 RLM 65 Hellblau
1022 RLM 66 Schwarzgrau
1023 RLM 70 Schwarzgrün
1024 RLM 71 Dunkelgrün
1025 RLM 74 Graugrün
1026 RLM 75 Grauviolett
1027 RLM 76 Lichtblau
1028 RLM 78 Hellblau
1029 RLM 79 Sandgelb
1030 RLM 80 Olivegrün
1031 RLM 81 Braunviolett
1032 RLM 81 A Braunviolett
1033 RLM 82 Dunkelgrün
1034 RLM 83 Lichtgrün
1035 RLM 84 Graublau

U.S. WW II
1040 US Olive Drab 41
1041 US Olive Drab 41 Faded
1042 US Green 42
1043 US Neutral Gray 43
1044 US Sea Blue Flat ANA 607
1045 US Sea Blue Gloss ANA 623
1046 US Interm. Blue ANA 608
1047 US Lt. Gull Gray
1048 US Blue Gray
1049 US Interior Green
1050 US Interior Yellow
1051 US Orange Yellow ANA 614
1052 US Sand ANA 616

Warbird Enamel Colors™

Basic Colors
9001 Black
9002 White
9003 Yellow
9004 Blue
9005 Red
9010 Tire Black
9011 Glaze
9012 Flat Clear
9013 Semi Gloss Clear
9014 Gloss Clear

Germany WW II
9020 RLM 02 Grau
9021 RLM 65 Hellblau
9022 RLM 66 Schwarzgrau
9023 RLM 70 Schwarzgrün
9024 RLM 71 Dunkelgrün
9025 RLM 74 Graugrün
9026 RLM 75 Grauviolett
9027 RLM 76 Lichtblau
9028 RLM 81 Braunviolett
9029 RLM 81A Braunviolett
9030 RLM 82 Dunkelgrün
9031 RLM 83 Lichtgrün
9032 RLM 84 Graublau
9033 RLM 78Hellblau
9034 RLM 79 Sandgelb
9035 RLM 80 Olivegrün
9036 RLM 04 Gelb

U.S. WW II
9040 U.S. Olive Drab 41
9041 U.S. O. D. 41 Faded
9042 U.S. Green 42
9043 U.S. Neutral Gray 43
9044 U.S. Sea Blue Flat ANA 607
9045 U.S. Sea Blue Gloss ANA 623
9046 U.S. Interm. Blue ANA 608

U.S. Post WW II
9050 Gunship Gray FS 36118
9051 Light Gray FS 36495
9052 Medium Gray FS 35237
9053 Neutral Gray FS 36270
9054 Dk. Ghost Gray FS 36320
9055 Lt. Ghost Gray FS 36375
9056 Lt. Gull Gray FS 36440
9057 Gloss Sea Blue FS 15042

Russia WW II
9070 Lt. Gray
9071 Dk. Gray
9072 Earth Brown
9073 Topside Green
9074 Lt. Blue

Finland WW II
9080 ID. Yellow
9081 Olive Green
9082 Lt. Blue

Japan WW II
9090 Navy Green
9091 Navy Gray
9092 Dk. Army Green
9093 Med. Army Green
9094 Earth Brown
9095 Army Gray
9096 A/N Brown Primer
9097 A/N ID. Orange, Yellow

France WW II
9100 Dk. Blue Gray
9101 Lt. Blue Gray
9102 Khaki
9103 Brown
9104 Tan

U.K. WW II
9110 Dk. Earth
9111 Dk. Green
9112 Ocean Grey
9113 Med. Sea Grey
9114 Sky
9115 Midstone
9116 Azure

Accessories
7001 4" plastic tweezers
7002 Lock clamp for holding parts.
8003 Decal & Paint Remover
8005 **Aero** Primer
8006 Airbrush Thinner 8 oz.
8007 Airbrush Thinner 2 oz.
8008 Mixing bottles 1/2 oz.
8009 Mixing cups 1 oz. impervious to thinner and laquers.
8010 **Aero** Sol
8011 **Aero** Set

1/2 oz color bottles £1.90

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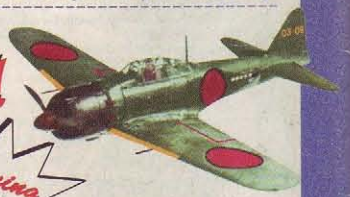
SPECIAL ATTACK SQUADRONS!



Hannants Ordering Instructions, see Hannants advert on inside front cover

New series from AeroMaster!

"The Planes the Aces Flew"

Featuring 3-5 A/C in 1/48th scale flown by one famous fighter pilot.
The first four Aces featured will be:
Adolf Galland, Werner Molders, Manfred Von Richtofen, Erich Hartmann

Coming July

New items for early July

48-137	Carrier Based Corsairs Pt.I	£6.95
48-126	Checkertail Clan Pt.II (P40 F/L)	£5.95
48-217	Checkertail Clan Pt.III	£5.95
48-250	Thunderbolts Galore V	£5.95
48-254	Carrier Based Corsairs Pt.II	£6.95
48-255	Birdcage Corsairs Pt.I	£4.95
48-256	Birdcage Corsairs Pt.II	£5.95
48-257	Lysander Collection Pt.I	£4.95
48-258	Lysander Collection Pt.II	£4.95
48-269	Hot Rod Wildcats Pt.I	£4.95
48-271	B29 Superfortress National Markings (WWII/Post War)	£6.95
148-012	MIG 21 Stencils (Russian, 3 A/C)	£3.25

Frames and bits

FB-01	RLM 70 over RLM 02	£1.99
FB-02	RLM 71 over RLM 02	£1.99
FB-03	RLM 74 over RLM 66	£1.99
FB-04	RLM 75 over RLM 66	£1.99
FB-05	Olive Drab over Zinc Chromate	£1.99
FB-06	Faded Olive Drab over Zinc Chromate	£1.99
FB-07	Sea Blue over Zinc Chromate	£1.99

Planes the aces flew - 1:48

PAF-04	Eric Hartman "Ace of Aces" (Six complete A/C, 4 decal sheets)	£7.75

Frames and Bits

New Item

Have you ever worked feverishly on a model just to get to where you must paint those touchy canopies and said, and now what? While we are aware that some of you will never change your old well tried methods, we are offering the other modelers a simple, economical and fool proof option with frames and bits. Simply cut this sheet into strips of the appropriate thickness and color and apply them as regular decals. As an extra bonus, the bottom layer of these sheets have been printed in the interior color of the aircraft you are modeling. It's that simple.

Instructions #1

1. Polish, trim and fit your canopy to the model. **2.** Wash them well with water and soap. **3.** Let air dry and carefully glue to your model using some kind of white glue. Make sure you don't have any glue smears on the clear parts. Wipe them off with a damp tissue. **4.** With a new #11 blade and a steel ruler, cut strips of the same thickness as need for your frames. A good divider is very helpful for this operation. **5.** Cut a piece of the strip the approximate length you need and apply it as a regular decal. Use your Aero Set and Aero Sol as you always do. **6.** When your decal has begun to settle down, using a sharp knife with a rocking motion as in the following drawing, trim to the exact length. Do not run your #11 blade along a wet decal or you will tear and deform it. **7.** Work a frame at a time and you will be amazed at how crisp and sharp they look. Try not to work on two adjacent frames after each other, and don't be afraid to overlap one strip with the other (after the first one is dry). That is the way they were. **8.** After they are dry (at least 24 hours), with a soft damp cloth wipe the canopy clear of dacal glue and Set/Sol residue. I fyou want a duller finish, with a well thinned out clear flat finish and a good pointed brush, coat the frame. **9.** Carfeully tack the corners with diluted white glue to prevent lifting a year or two down the road.

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